REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE YEAR 1903.

(Established, 22nd September 1836.)

PRESENTED TO THE ANNUAL GENERAL MEETING HELD ON THE 17TH FEBRUARY 1904.

Bombay:
PRINTED FOR THE CHAMBER
AT
THE TIMES PRESS.

1904.

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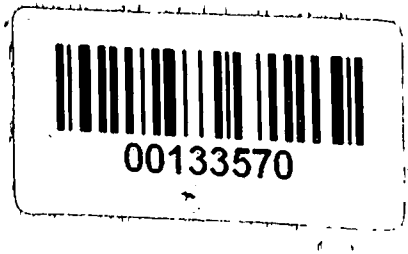

INTRODUCTORY NOTE.

References to Previous Reports.

In this Report, as in the two last, each chapter is, as far as possible, prefaced by a reference to earlier Reports in which the subject of such chapter has been dealt with. But it is necessary to repeat the **warning** to members not to rely too fully on the completeness of these references. As has already been intimated, the system of indexing as practised in the old Reports was defective, with the result that it has been found desirable to constitute a complete index embracing all the transactions of the Chamber back to the date of its constitution. But the work is arduous, and the process of editing involves the perusal of every line of the old issues by the Secretary as opportunity occurs. Considerable progress has been made, but the index is not yet complete, and, until it is so, it is impossible to be quite sure that the introductory references at the heads of chapters are comprehensive.

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

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FREDERICK NOEL-PATON, ESQ., *Secretary.*

CHAMBER'S REPRESENTATIVES.

Legislative Council of H. E. the Governor of Bombay.

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Bombay Port Trust Board.

WILLIAM GREAVES, ESQ.
THE HON'BLE MR. C. H. ARMSTRONG.
H. E. E. PROCTER, ESQ.
FRANK RITCHIE, ESQ., *on leave.* (W. C. SYMES, ESQ., ACTING.)
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Bombay Improvement Trust.

C. H. B. FORBES, ESQ.

Bombay Municipal Corporation.

H. B. FORBES, ESQ.
D. M. INGLIS, ESQ.

PUBLIC HOLIDAYS.

FOR THE YEAR 1904.

Sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments' Act, 1881" :—

New Year	1st and 2nd January	Friday and Saturday	2 Days.
Maha Shivratri	15th February	Monday	1 Day.
Holi	2nd March	Wednesday	1 ,,
Jamshedi Naoroz	21st March	Monday	1 ,,
Ramnavami	25th March	Friday	1 ,,
Mohurrum	28th March	Monday	1 ,,
Easter	1st, 2nd and 4th April.	Good-Friday, Saturday and Monday	3 Days.
Birthday of His Majesty the King-Emperor.	27th June	Monday	1 Day.
Cocoanut Day	25th August	Thursday	1 ,,
Gokul-Ashtami	3rd September	Saturday	1 ,,
Ganesh-Chaturthi	13th September	Tuesday	1 ,,
Parsee New Year	14th and 15th September	Wednesday & Thursday	2 Days.
Khordadsal	19th September	Monday	1 Day.
Dussera	18th October	Tuesday	1 ,,
Devali	7th and 8th November	Monday & Tuesday	2 Days.
Christmas	24th, 26th and 27th December.	Saturday, Monday & Tuesday	3 ,,
New Year	31st December	Saturday	1 Day.

Note.—Good Friday, Christmas Day and New Year's Day are holidays under the Negotiable Instruments' Act, but are included in the above list.

FOR THE YEAR 1904.

HOLIDAYS UNDER CHARTER-PARTIES.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1904 :—

New Year	1st January	Friday	1 Day.
Holi	2nd March	Wednesday	1 ,,
Ramnavami	25th March	Friday	1 ,,
Mohurrum	28th March	Monday	1 ,,
Easter	1st April	Good-Friday	1 ,,
Birthday of His Majesty the King-Emperor.	27th June	Monday	1 ,,
Cocoanut Day	25th August	Thursday	1 ,,
Gokul-Ashtami	3rd September	Saturday	1 ,,
Ganesh-Chaturthi	13th September	Tuesday	1 ,,
Dussera	18th October	Tuesday	1 ,,
Devali	7th November	Monday	1 ,,
Christmas	26th December	Monday	1 ,,

By order of the Committee,
FREDERICK NOEL-PATON,
Secretary.

BOMBAY, *7th December* 1903.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and *such* other means, *as the Committee for the time being may think fit*, assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.; the names of candidates with their proposers and seconders to be circulated to Members three clear days before the meeting; or by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the Members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the Members stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

The voting for an election to membership, if done at a General Meeting, shall be done by ballot, and in all voting for election to membership, whether done at a General Meeting or otherwise, the presence in the ballot of black balls in the proportion of one in six votes shall exclude.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together, but if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 20 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members; and in the event of the elected representative of the Chamber in the Legislative Council of His Excellency the Governor in Council not being a Member of the Committee at the time of his nomination, he shall also be ex-officio a Member of the Committee during his term of office. The Chairman or Deputy Chairman, as the case may be, shall be ex-officio Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee:—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be ex-officio a Member of Committee during his term of office.

2. *At or about the end of each Calendar year, but in no case later than the 31st of January of the succeeding year, separate ballots for the election of a Chairman and of a Deputy Chairman for that succeeding year shall be held on such different days as the outgoing Committee shall appoint. The election of the Chairman shall take place first. The new Committee shall take office on the first day succeeding the holding of the annual General Meeting as provided under Rule X and they shall continue to act until the holding of the next Annual General Meeting following.*

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two Members of one Firm should not be on the Committee at the same time.

5. No Member of the Chamber shall give more than one vote for a candidate.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, *as Chairman or Deputy Chairman*, seven clear days before the election takes place.

7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

9. The retiring Committee shall appoint two Scrutineers, who, at 4 P.M. on the second day of each ballot, shall open the box and declare the result.

10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or both refusing to act, there shall be a fresh election for either or both offices.

11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney; the officers in charge of Banking and Shipping establishments; the representatives of Railways and Joint Stock Companies; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall, as a rule, meet at least once in each week, but when there is no business of importance to transact, or when a public holiday falls on the day on which the ordinary Weekly Meeting would in natural course take place, the Chairman may, in the absence of any objection by a Member or Members of Committee, postpone the Meeting of the Committee. In no case shall a period longer than twenty-eight consecutive days intervene between successive meetings of the Committee. The proceedings of the Committee shall be recorded in a Minute Book to be kept in the office of the Chamber, and shall be open to the inspection of all Members, subject to such regulations as the Committee may make in this behalf.

X. A General Meeting of the Members shall be held at least once in every year for the consideration of the Annual Report of the outgoing Committee as provided under Rule XVII. Such General Meeting shall be called the Annual General Meeting, and it shall be held on the earliest convenient day after the election of the new Chairman and Deputy Chairman as provided under Rule VII (2), provided that such day shall in no case be later than the 31st March and that at least three clear days' notice be given to Members by circular or by advertisement in one or more of the English newspapers published in Bombay. The Chairman, or in the absence of the Chairman, then the Deputy Chairman, or in the absence of both these officers, then the Secretary, shall, at the request of the Committee, or within one week of the receipt of a requisition signed by ten or more Members of the Chamber, convene a Special General Meeting of the Chamber for the purpose of considering any specific matter relating to the objects or conduct of the Chamber or Committee. Notice of such Special General Meeting and of the specific matter to be considered shall be given to Members by circular or by advertisement in one or more of the English newspapers published in Bombay. Except in cases of urgency, declared as such by the Committee, at least seven clear days' notice shall be given of a Special General Meeting and of the matter to be considered. At the Annual General Meeting or at any Special General Meeting so convened twenty Members entitled to vote shall be a quorum, and any matter, saving only an alteration of or an addition to the Rules and Regulations of the Chamber, may be decided by a bare majority of such a quorum.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, *including any requisite legal expenses*, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the *Secretary* for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the *Deputy* Chairman for the time being, and by one other Member of the Committee. *In the absence of both the Chairman and the Deputy Chairman cheques shall be signed by two Members of the Committee* and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. The appointment of a Secretary and the fixing of his salary shall be made and done by the Committee, and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. Honorary Members.—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. The Committee shall at each Annual General Meeting submit a Report of the transactions of the last calendar year, together with an Audited Statement of Accounts made up to the end of such year, and copies of such Report and such Statement of Accounts shall be circulated to all Members at least seven clear days before the holding of such Annual General Meeting. Copies of the Report may be sent to such of the Chambers of Commerce, at home and abroad, and to such other bodies, authorities, and individuals as may be designated by the Committee for the time being.

XVIII. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber; they shall be printed, and copies shall be distributed to all Members, and no alteration of or addition to these Rules shall be made, save and except by a majority of three-fourths of the

Members of the Chamber present at a General Meeting convened by a Notice issued at least seven clear days before the holding of such meeting, and on which the terms of the proposed alterations or additions shall have been clearly set forth.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.

5. The Committee shall appoint a scrutineer who, *with the Secretary* at 4 P.M. on the second day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down *in respect of the candidates having the equal number of votes*.

8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the Members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act III of 1888, shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber, but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint a scrutineer who, *with the Secretary* at 4 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down *in respect of the candidates having the equal number of votes.*

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY.

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of Making Laws and Regulations, under Section 1 (4) of the Indian Councils Act, 1892, for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of 30th March 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice at the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election.

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney; the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and deposited in the ballot-box which shall be placed in the Chamber from 10 a.m. to 4 p.m. of the appointed day.

(6) A scrutineer appointed by the Committee shall, *with the Secretary*, open the ballot-box at 4 p.m. on the appointed day and declare the result.

(7) The gentleman who has the largest number of votes shall be declared duly elected; but in the event of an equality of votes for two or more nominees, the Members of the Chamber shall vote afresh in the manner above laid down *in respect of the candidates having the equal number of votes.*

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

RULES REGARDING GENERAL DISPUTES AND ARBITRATIONS.

(Other than those relating to Piece-Goods.)

I. *The Chamber, through its Committee, is prepared to arbitrate upon all questions of mercantile interests submitted :—*

(1) *either direct from the two parties to the dispute,*

(2) *or from the two surveyors or arbitrators appointed by the two parties to the dispute.*

In (1) *the Chamber, through its Committee, will appoint an Arbitrator. In* (2) *it will appoint an Umpire.*

The Arbitrator or Umpire appointed by the Chamber through its Committee must be a Member of the Chamber.

II. The following fees, to be remitted to the Secretary of the Chamber, together with the application for the appointment of an arbitrator or umpire, will be charged:—

(*a*) *When both parties to the dispute are Members of the Chamber Rs.* 15, *of which Rs.* 5 *will go to the funds of the Chamber and Rs.* 10 *to the gentleman appointed by the Chamber.*

(*b*) *When only one party to the dispute is a member of the Chamber Rs.* 20, *of which Rs.* 5 *will go to the funds of the Chamber and Rs.* 15 *to the gentleman appointed by the Chamber.*

(*c*) *When neither party is a member of the Chamber Rs.* 45, *of which Rs.* 15 *will go to the funds of the Chamber and Rs.* 30 *to the gentleman appointed by the Chamber.*

Note.—In all cases where the dispute is not capable of being decided in the rooms of the Chamber an extra sum of Rs. 5 *will be charged to cover the expenses of the gentleman appointed by the Chamber and will be paid to him.*

III. The Committee of the Chamber reserves the right to charge in special cases, involving much time and trouble, a special fee to be fixed by the Committee.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows :—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Madhowji Thakersey.
" Jivram Vassonji.
" Rowjee Naranjee, of Messrs. Ruttonsey Canji.
" Chaturbhoj Shivjee.
" Purshotam Cooverjee, of Messrs. Tricumdas Purshotam.
" Vithaldas Khetsey, of Messrs. Purshotam Lukmidas.
" Purshotam Govindjee, of Messrs. Damoder Haridas.
" Kalidas Mulchund, of Messrs. Jivram Vussonji.
" Gordhandas Khimji.
" Jaithabhai Valjee.
" Purshotam Govindjee, of Messrs. Purshotam Govindjee & Co.
" Jewraj Dayal, of Messrs. Ghella Dayal.
" Ragowji Kanji, of Messrs. Muljee Padamsey.
" Valjee Sunderji.
" Hemraj Canji.
" Morarji Veljee.
" Lakhmidas Bhimjee, of Messrs. Bhimjee, Rowjee, Sons & Co.
" Mathuradas Mowjee, of Messrs. Goculdas Morarji.
" Narandas Ramjee, of Messrs. Ramjee Lakhmidas.
Rao Saheb Purshotam Oodhowjee, J. P.
Mr. Girdhardas Jaithabhai.
" Laljee Jivraj, of Messrs. Ghella Dayal.
" Hariram Velji.
" Jamsedji Framji Kharas.
" Morarji Kalianji, of Messrs. Morarji Cullianji & Co.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. F. A. Reddie, Mr. H E. E. Procter, and Mr. T. W. Birkett, of Messrs. Killick, Nixon & Co.
" C. H. Armstrong, Mr. E. Comber and Mr. J. A. Lord, of Messrs. Lyon & Co.
H. C. Wright, of Messrs. Wallace & Co.
" M. F. Reid, C.I E., and Mr. S. J. Gillum, of the Bombay Company, Limited.

Mr. D. M. Inglis and Mr. G. M. Wilson, of Messrs. Finlay, Muir & Co.

„ A. Foulkes and Mr. O. G. Owen, of Messrs. Owen & Okell.

„ J. Black, Mr. F. C. Macrae and Mr. L. B. Ker, of Messrs. Forbes, Forbes, Campbell & Co., Ld.

„ H. O. Coates, of Messrs. J. Duxbury & Co., Ld.

„ A. Abercrombie, of Messrs. Latham, Abercrombie & Co.

„ H. R. Greaves, Mr. A. K. Leslie and Mr. D. K. Seddon, of Messrs. Greaves, Cotton & Co.

„ A. Zygouras, Mr. E. Lambrinudi, Mr. O. Schilizzi and Mr. C. G. Nomico, of Messrs. Ralli Brothers.

„ J. Spinner and Mr. H. Kreis, of Messrs. E. Spinner & Co.

„ F. W. Shaw and Mr. John Pollard, of Messrs. Fleming, Shaw & Co.

„ D. N. Graham, Mr. W. E. Crum and Mr. L. Barraclough, of Messrs. W. & A. Graham & Co.

„ W. Greaves, Mr. F. J. Rome and Mr. J. Fairclough, of Messrs. Ewart, Latham & Co.

„ R. Tilemen, of Messrs. Schroder, Smidt & Co.

„ G. Ostermayer and Mr. H. Heberlein, of Messrs. Ostermayer & Co.

„ F. W. Bickel and Mr. C. Wegmann, of Messrs. Volkart Brothers.

„ C. H. B. Forbes and Mr. W. F. Hamilton, of Messrs. C. H. B. Forbes & Co.

„ H. Holmes, of Messrs. Gysi & Kleinjung.

V. The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying, subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire, whether chosen by the arbitrators or appointed by the Committee of the Chamber, is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

FOR THE

MEASUREMENT FOR TONNAGE

of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber held on 6th March 1901.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods:

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII:—

(*a*) *Measurer* shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these Rules.

(*b*) *Measurement* shall mean measurement by such measurer.

(*c*) *Shipper* shall mean the person shipping the goods or his representative.

(*d*) *Quay* shall mean a place in the Docks or at one of the Bunders recognised for the regular shipment of goods.

(*e*) *Vessel* shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) *Boat* shall mean a vessel, lighter, or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) *Packages* shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) *Consignment* shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) *Lot* shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurement shall be issued to Shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the Shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The Salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorised to appoint and maintain such staff of measurers and assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

Issued by the Committee of the Bombay Chamber of Commerce on the 20th March 1901, in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show :—

(*a*) the date, hour and place of measurement ;
(*b*) the name of the shipper ;
(*c*) the name of the vessel ;
(*d*) the port of destination ;
(*e*) the number and description of packages ;
(*f*) the marks ;
(*g*) the measurement ;
and in the case of goods shipped by boats ;
(*h*) the registered number of the boat ;
(*i*) the name of the tindal ;

The certificates of measurement shall be issued by the measurers and shall in every case be signed by the measurer who measured the goods. One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper.

(5) The whole of the packages forming a consignment of not more than thirty-two packages, must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages, provided always that each lot as soon as it is measured, is loaded into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped ; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed ; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties ; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which, it has been made.

(8) A measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 21.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions, the Measurer shall use his judgment as to the proportion of such goods he should measure ; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the Callipers on a package. A peon of the Chamber holding the Callipers may, when standing exactly in front, pull them tight with his hands, but not when standing on one side, nor shall he ever be allowed to pull the Callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the Callipers touch the ground, and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not and under orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of Measurement fees leviable under Rules V and XVII shall be as follows :—

(*a*) On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and waste in pressed bales...pies 3 per bale.

(*b*) On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a*) in packages of divers dimensions.....anna 1 per package. Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 32 packages all of uniform dimensions.

(*c*) On goods of any description measured on board a vessel .... anna 1 per package.

(*d*) When the work of the Department admits of such an arrangement the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.

(*e*) The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed may be secured on application to the Secretary, accompanied by the sum of Rs. 15, which shall be paid by him to the Measurer appointed by him to attend. *The fee of Rs. 15 will cover the services of one measurer for one ship. If two measurers are applied for two fees of Rs. 15 must be paid at time of application. If a measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer.*

(*f*) The attendance of a measurer for night duty may be secured in the same manner as above.

(*g*) *On Round Timber or Logs, each* ... ... *Annas* 8

(17) All disputes as to the applicability of (*c*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to (*c*) a refund of pies 6 per package will be made on declaration of the said Committee emitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18). Refund of Measurement Fees in full shall be made in respect of consignment or portion of a consignment shut out after measurement.

(19) *In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (g), shall be as follows :—*

Length in feet and inches : As found with tape.

Breadth : The mean of two measurements taken with calliper at thickest and thinnest portions.

Depth : Ditto ditto ditto.

The certificate shall also show under Order 4 (a) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary, supported by evidence of time as here provided, Refund will be made of the difference between the fee as prescribed under Order (16) (*g*), *and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.*

(20) Refund of Measurement Fees shall not be made for any sum less than one Rupee.

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once and to enter therein a claim to

have the goods in question or any portion of them remeasured. And on the said shippers or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken' shall and give to the shipper or the owner, agent or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one Measurer is employed, the Measurer whose measurements are disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the "Protested certificate" and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under order (21) and should such remeasurement in the opinion of the Committee show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper, on demand and the case reported to the Committee.

(24) *Every measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The measurer will retain the first copy and from it write up his certificates; the second copy he will hand to the shippers at the time of measurement and the third to the ship agent's representative on demand.*

(25) *One measurer shall attend in each chowki at 10-30 a.m. for issue of the certificates relating to measurements made on the previous day. Provided that some discretion as to the exact hour of attendance for the purpose stated may be exercised by measurers on stations where the state of the tide greatly affects the work. Certificates not claimed on the day succeeding measurement shall be preserved for one week and shall then be destroyed by the measurer personally. Thereafter a certificate can be obtained only on application to the Secretary with the customary fee of Re. 1 for a duplicate certificate.*

By order of the Committee,

FREDERICK NOEL-PATON, Secretary.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per cent.
1.	On effecting insurance on amount insured...	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	3½
9.	On goods consigned and afterwards withdrawn, invoice cost ...	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	⅛
14.	On effecting remittances by Bills of Exchange	⅛
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per Cent.
23.	On bills of exchange returned, noted or protested	¼
24.	On granting and cashing letters of credit...	1
25.	On depositing Government paper as security for constituents.	½

NATIVE CONSIGNMENTS.

26. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

27. On procuring freight... ... ... 2½

"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, *viz.*, at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."

Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

28. On collecting freight 2½
29. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party 2½
30. On shipping goods of every description on which no commission for the purchase has been charged 1
31. On shipping treasure, bullion, and jewellery ... ... ⅛
32. On ship's disbursements when not in funds 1
33. On account of passage-money, whether the same passes through the Agent's hands or not... 5
34. For executing orders to Charter or engage Tonnage in Bombay or at outports 2½
35. On realizing Bottomry Bonds or negotiating any loan on *respondentia* 1
36. On landing and re-shipping goods from any vessel in distress, stranded or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold 1
    If Opium, Indigo, Raw Silk or Silk Goods ... ... ¼
    If Treasure, Precious Stones, or Jewellery ... ... ½
37. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo 2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 27 of the General Rates of Commission which fixes the rate "on procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY.
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January 1877, from which date payment will be regulated in conformity with the following Resolution:—

> "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888:—"That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows:—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2¼ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881:—

"That having considered the question of ante-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said Agent for any difference in freight or other expense to which he may have been put."

DETENSION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

RESOLUTION passed at the Annual General Meeting of the Chamber on 11th March 1903 :—

"That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

POCKETS OF CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1904 :—

"It is the opinion of the Chamber of Commerce that Pockets of cargo of any kind ought not to be of greater dimensions than 20"×38" and ought not to contain more than 56 lbs."

STOWAGE OF CARGO IN POOPS, PEAKS, &C.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1904 :—

"In cases of vessels holding a certificate from Lloyd's Surveyor or another recognised Marine Surveyor that the Peak, Poop, Bridge-deck, Shelter-deck and/or Awning-deck of such vessels is/are fit to carry dry and perishable cargo (without damage to the description of cargo they may have to ship), and provided always that at time of chartering or of the issue of shipping order, as the case may be, no express arrangement has been made to the effect that cargo is not to be stowed in such spaces, such spaces shall be regarded as part of the ordinary stowing space of the vessel, and charterers under a charter and/or shippers under a shipping order shall be bound to supply cargo to load in such spaces, and owners shall be bound to place such spaces at the disposal of charterers and/or shippers for the stowage of cargo therein, and freight in respect of cargo so stowed shall, unless otherwise specially arranged between the contracting parties, be payable at the full ordinary rate contracted for under the charter or shipping order, as the case may be."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

AT the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously:—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary":—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October 1872.

SHIPS.

AT a General Meeting of Merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried:—"That from and after the 1st of January 1857, the following amended Scale be taken to regulate her Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co. and carried unanimously:—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously:—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by Resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. dead-weight.

The Tonnage Scale of the Bombay Chamber of Commerce up to 1901 consisted of three columns, namely, in the first column "Steamers, old scale," as established under the rules adopted at the General Meeting held on 8th October 1872, and under Rules II and III adopted at the General Meeting held on the 22nd July 1881 : and in the second column, "Steamers, new scale," as established under the rules adopted at the General Meeting held on 20th July 1883, together with the Rules II and III of 1881 aforesaid : and in the third column, "ships," as adopted at the General Meeting held on the 6th June 1856. Under the aforesaid Rules II and III of 1881, various alterations of and additions to the tonnage scale had been made from time to time, but the entering of such alterations and additions on the New Scale was not accompanied by removal of the original entry on the old scale. It was, therefore, resolved at the Annual General Meeting held on 12th March 1902, "that the following rates of tonnage hitherto shown upon the old scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—Bajree in bags, 16 cwts.; Coffee in bags or Frazils, 12 cwts.; Copra in robbins, 8 cwts.; Gram in bags, 15 cwts.; Jovari in bags, 16 cwts.; Lang in bags, 16 cwts.; Mowra flowers, 16 cwts.; Mussor in bags, 16 cwts.; Teel or Gingelly seed, 14 cwts.; Rapeseed, 14 cwts.; Mustard seed, 14 cwts.; Rice in bags, 16 cwts.; Saltpetre, 16 cwts.; Wheat, 16 cwts.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 cwt.
Annato, in cases	40 feet.	50 feet.
Apparel	40 feet.	50 feet.
Arrowroot, in cases	40 feet.	50 feet.
Assafœtida, in cases	40 feet.	50 feet.
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 cwt.	20 cwt.
Barley, in bags	15 cwt.	.....
† Bran, in bags (pressed)	10 cwt.	.....
Do. do. (unpressed)	9 cwt.	.....
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags...	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone-meal and bone-dust	20 cwt.	20 cwt.
Bone-meal, in bags (in accordance with the average quality of which a standard is preserved by the Chamber)	20 cwt.	.....
*Bones, crushed, in bags (as per Standard A preserved by the Chamber) ...	11 cwt.	.....
*Do. B do. do.	14 cwt.	.....
*Do. C do. do.	17 cwt.	.....

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in a bag of 45½×25 inches.

* At the Annual General Meeting held on 6th March 1901, the following resolution was adopted:—That the following footnote to the item Crushed Bones in the Chamber's Tonnage Scale be added: These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bones, loose	.....	.....
Books	40 feet.	50 feet.
Borax, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Buffalo horns, in bundles	6 cwt.	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	50 feet.
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 feet.	50 feet.
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 feet.	50 feet.
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 cwt.
Cocoa, in bags	10 cwt.	12 cwt.
Coculus Indicus, in bags	13 cwt.	16 cwt.
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	14 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	cwt.
Colocynth, in cases	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 cwt.	12 cwt.
Do. in bags	...	12 cwt.
Cut Copra, in bags	11 cwt.	...
Coral, Rough (not specimen), in bags... ...	16 cwt.	20 cwt.
*Cotton Seed	13 cwt.	...
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 cwt.	12 cwt.
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	15 cwt.	16 cwt.
†Cylindrical Packages, Rolls, &c.	40 feet.	40 feet.
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 cwt.	16 cwt.
Dhall, crushed, in bags	17 cwt.	...
Dragon's Blood, in cases...	40 feet.	50 feet.
Ebony, square and straight	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 cwt.	20 cwt.

* The following resolution was adopted at the Annual General Meeting on 6th March 1901 :—That Cotton Seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

† On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages; namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product (Resolution adopted at Annual General Meeting of the Chamber held on 12th March 1902.)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fennel Seed	10 cwt.	...
Fenugreek or Methey Seed	17 cwt.	...
Flour, in bags	18 cwt.	...
Do. middlings, or sharps, in bags	12 cwt.	...
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	40 feet.	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram, in bags	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	16 cwt.
Do. unshelled	6 cwt.	8 cwt.
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags...	13 cwt.	16 cwt.
Do. (Persian), in double bags...	17 cwt.	...
Do. (Arabic) „ „		
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 feet.	50 feet.
Do. loose or in bundles	5 cwt.	7 cwt.
Hides & Skins, in screwed bales	40 feet.	50 feet.
Do. loose and in small bundles	40 feet.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 cwt.
Do. Deer, loose	6 cwt.	8 cwt.
Horn Tips, of any kind	13 cwt.	16 cwt.
Indigo, in cases	40 feet.	50 feet.
Iron, old	20 cwt.	20 cwt.
Iron Rails	20 cwt.	20 cwt.
Jackwood	40 feet.	50 feet.
Jowarec, in bags	18 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	18 cwt.	20 cwt.
Do. crushed, in bags	17 cwt.	...
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	...
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	16 cwt.
Munjeet or Madder Root, in cases or bales ...	40 feet.	50 feet.
Do. in bundles or bags	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Myrabollams, in bags	13 cwt.	16 cwt.
*Myrabollams, crushed, in bags	10 cwt.	* ...
Myrabollam Powder	15 cwt.	...
Niger Seed	14 cwt.	17 cwt.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 feet.	50 feet.
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Do. Cocoanut	11 cwt.	...

* *At the Annual General Meeting held on 11th March 1903, it was resolved that the following footnote to the item Crushed Myrabollams in the Chamber's Tonnage Scale be added :—*

This standard is for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards, intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A Survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Castor Seed, known as Bold Cawnpore description	10 cwt.	17 cwt.
Castor Seed, other sorts	13 cwt.	17 cwt.
Oil Seeds—		
Teel or Gingelly Seed	15 cwt.	...
Rape Seed	16 cwt.	...
Mustard Seed	16 cwt.	...
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 cwt.	16 cwt.
Pimento	12 cwt.	14 cwt.
Plumbago, in bags	16 cwt.	20 cwt.
Pollards, in bags	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)	14 cwt.	17 cwt.
Do. double bags (1½ cwt.)	13 cwt.	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	17 cwt.
Do. double bags (1¼ cwt.)	14 cwt.	17 cwt.
Rattans, in bundles	13 cwt.	16 cwt.
Do. Ground	13 cwt.	16 cwt.
Red Wood	13 cwt.	16 cwt.
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 feet.	50 feet.
Do. in bags	8 cwt.	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags	13 cwt.	...
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 feet.	50 feet.
Do. in bags	15 cwt.	18 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Salt	28 Indian maunds of 82¾ lbs.	28 Indian maunds of 82¾ lbs.
Saltpetre	20 cwt.	20 cwt.
Sandal and Sapan Wood	11 cwt.	16 cwt.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 cwt	10 cwt.
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 feet.	50 feet.
Sugar, in double bags	19 cwt.	20 cwt.
Talc	16 cwt.	20 cwt.
Tallow	40 feet.	50 feet.
Tamarinds	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak: Square Planks and Poon ...	40 feet.	50 feet.
Do. Round, one-fifth off	...	...
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 feet.	50 feet.
Turmeric, in bags...	11 cwt.	13 cwt.
Tutenague	16 cwt.	20 cwt.
Unrated Wood	11 cwt.	14 cwt.
Weed Seed (in bags)	10 cwt.	...
Whanghees (*vide* Canes)	13 cwt.	16 cwt.
Wheat	18 cwt.	20 cwt.
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 feet.	50 feet.
Wool, in screwed bales	40 feet.	50 feet.
Zedory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Framed and Sanctioned under Sections 43, 43A, and 43B "BOMBAY PORT TRUST ACT, 1879."

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 4 0	0 4 0	1	Acids, *viz.* :-Carbolic, Citric, Gallic & Tannic	Case ...	0 5 0	0 5 0
0 2 0	0 2 0	2	Do. do. do. do. ...	Drum ...	0 2 0	0 2 0
0 4 0	0 4 0	3	All other Acids...	Case ...	0 9 0	0 9 0
0 3 0	0 3 0	4	Do. do.	Half-case ...	0 6 0	0 6 0
0 2 0	0 2 0	5	Do. do.	Drum ...	0 5 0	0 5 0
0 1 0	0 0 6	6	Aërated Waters	One dozen ...	0 1 3	0 1 3
0 3 0	0 4 0	7	Ale, Beer, Porter and Cider in wood ...	Hogshead ...	0 7 0	0 7 0
0 0 6	0 0 3	8	Do. do. do. do. in bottles ...	One doz. qts. or 2 doz. pints	0 1 6	0 1 6
0 2 0	0 2 0	9	Do. do.	Kilderkin ...	0 3 6	0 3 6
0 1 0	0 1 0	10	Do. do.	Firkin ...	0 2 0	0 2 0
0 8 0	0 8 0	11	Almonds	Ton ...	1 12 0	1 12 0
0 8 0	0 8 0	12	Alum	Do. ...	1 4 0	1 4 0
0 12 0	0 8 0	13	Anchors	Do. ...	1 12 0	1 12 0
		14	Do.	Coolie-load ...	0 2 0	0 2 0
0 1 0	0 2 0	15	Apparel, not accompanying passengers ...	Case or package ...	Measurement.	

0	8	0	0	8	0	16	Arrowroot, country	Ton	...	2	4	0	2	4	0
Measurement.						17	Do foreign	Case or package	...	Measurement.					
Do.						18	Arsenic	Package	...	Do.					
0	8	0	0	4	0	19	Asphalte	Ton	...	1	12	0	1	12	0
0	8	0	0	12	0	20	Assafœtida, refined	Do.	...	4	0	0	4	0	0
0	2	0	0	2	0	21	Do. do. in cases or packages with a minimum charge for a single case or package of one anna.	Cwt.	...	0	6	0	0	6	0
0	8	0	0	12	0	22	Do. coarse	Ton	...	2	0	0	2	0	0
						23	Attar—*see* Oils, perfumed.								
0	12	0	0	8	0	24	Ballast and Kentledge by cart	Do.	...	0	4	0	0	4	0
						25	Do. do. by lighters to or from Port Trust Bunders			Free.					
						25A	Bamboos, superior, for spear handles, &c....	Per bundle of 50	...	0	4	0	0	4	0
						25B	Do. do.	Per bundle of 100	...	0	8	0	0	8	0
						25C	Do. do.	Per 100 loose	..	0	8	0	0	8	0
0	2	0	0	2	0	26	Bangles, foreign	Case	...	0	7	0	0	7	0
0	1	0	0	1	0	27	Bardans...	Bundle or package	...	0	4	0	0	4	0
0	1	0	0	0	6	28	Baskets, cane	Dozen	...	0	1	6	0	1	6
Measurement.						28A	Bayonets	Each	...	0	2	0	0	2	0
0	2	0	0	2	0	29	Beads in cases	Case	...	0	7	0	0	7	0
						30	Beeda-nuts—*see* Myrabolams.								
0	3	0	0	4	0	31	Beef and Pork...	Tierce	...	0	7	0	0	7	0
0	2	0	0	2	0	32	Do.	Barrel	...	0	4	6	0	4	6
						33	Beer—*see* Ale.								
0	1	0	0	2	0	34	Bees wax	Package	...	0	5	0	0	5	0
0	8	0	0	8	0	35	Betel-nut	Ton	...	1	13	0	1	13	0
1	0	0	0	8	0	36	Bhang	Do.	...	2	12	0	2	12	0
0	8	0	0	4	0	37	Bicycles, Tricycles and Velocipedes	Each	...	2	0	0	2	0	0
6	0	0	4	0	0	38	Billiard Tables	Do.	...	10	0	0	10	0	0
0	8	0	0	6	0	39	Biscuits, ship	Ton	...	2	0	0	2	0	0
Measurement.						40	Do. in cases	Case	...	Measurement.					
0	1	0	0	1	0	41	Do. in tins, loose	One dozen	...	0	4	6	0	4	6

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 1 0	0 1 0	42	Blood-stones, Cambay-stones and Gold-stones	Case or package ...	0 5 0	0 5 0
Special.		43	Boats, ordinary ships'...	Each ...	2 8 0	2 8 0
Do.		44	Boilers	.....	Same rates as Machinery.	
0 12 0	0 8 0	45	Bones, Bone-dust, Bone-meal and Blood-manure	Ton ...	1 12 0	1 2 0
Measurement.		46	Books	Case or Package ...	Measurement.	
Do.		47	Boots and Shoes, foreign	Do. ...	Do.	
0 8 0	0 8 0	48	Borax, unrefined	Ton ...	2 0 0	2 0 0
Measurement.		49	Bottles, empty, Medicine Phials	Case or Package ...	Measurement.	
0 2 0	0 2 0	50	Bottles, empty, quarts	Gross ...	0 6 0	0 6 0
0 2 6	0 2 0	51	Do. do. pints	Do. ...	0 4 0	0 4 0
Measurement.		52	Do. do. of smaller size than pints...	Case or package ...	Measurement.	
0 8 0	0 6 0	53	Bran	Ton ...	0 12 0	0 12 0
		54	Brass Leaves—*see* Orsidue.			
0 8 0	0 6 0	55	Do. of sorts and Brassware ...	Do. ...	2 0 0	2 0 0
Measurement.		56	Do. do. when no weight given.	...	Measurement.	
0 0 6	0 0 3	57	Bricks, Bath	Dozen ...	0 0 6	0 0 6
0 8 0	0 6 0	58	Do. Fire	Ton ...	1 12 0	1 12 0
0 1 0	0 1 0	59	Buckets, Iron	One Dozen	0 3 0	0 3 0
0 8 0	0 8 0	60	Bullion, Specie, Gold and Silverware, Plate, &c.	Box or case ...	0 8 0	0 8 0

0	8	0	0	8	0	61	Camphor	Ton	...	2	12	0	2	12	0
0	2	0	0	2	0	62	Camphorwood Drawers and Boxes	Each case	...	0	8	0	0	8	0
0	1	0	0	0	6	63	Candles	Cwt.	...	0	4	0	0	4	0
						64	Canes—*see* Rattans.								
0	2	0	0	2	0	65	Canvas	Bale	...	0	8	0	0	8	0
0	1	0	0	0	6	66	Do.	Bolt	...	0	2	6	0	2	6
0	2	0	0	2	0	67	Cardboards and Strawboards...	Case or bale	...	0	6	0	0	6	0
0	3	0	0	2	0	68	Carpets, woollen or foreign	Case or package	...	0	11	0	0	11	0
0	3	0	0	2	0	69	Do. cotton	Do.	...	0	6	0	0	6	0
0	1	0	0	2	0	70	Cardamoms	Cwt.	...	0	4	0	0	4	0
						71	Do. bastard—*see* Spices.								
3	0	0	2	8	0	72	Carriages, four-wheeled	Each	...	10	0	0	10	0	0
2	0	0	1	4	0	73	Carriages, two-wheeled	Do.	...	8	0	0	8	0	0
							* Do. to or from Indian Coast Ports, 4-wheeled.	Do.	...	4	0	0	4	0	0
							Do. do. do. do. 2 do.	Do.	...	3	0	0	3	0	0
0	8	0	0	8	0	74	Cassaware	Ton	...	2	0	0	1	12	0
0	1	0	0	1	0	75	Casks and Hogsheads, empty	Each	...	0	2	6	0	2	6
0	0	9	0	0	6	76	Do. do. half and quarter ...	Do.	...	0	1	3	0	1	3
0	2	0	0	1	6	77	Butts, Pipes and Puncheons	Do.	...	0	3	6	0	3	6
0	8	0	0	6	0	78	Cement	Ton	...	1	2	0	1	2	0
0	8	0	0	6	0	79	Chalk	Do.	...	1	6	0	1	6	0
Measurement.						80	Cheese, in cases	Case	...	Measurement.					
0	0	6	0	0	3	81	Do. loose	Each	...	0	0	6	0	0	6
						82	Chemicals—*see* Drugs and Medicines								
0	8	0	0	8	0	83	Chillies, dried	Ton	...	1	2	0	1	2	0
0	8	0	0	8	0	84	China, copper cash	Do.	...	1	12	0	1	12	0
0	6	0	0	3	0	85	Do. white copperware	Case	...	0	8	0	0	8	0
0	3	0	0	2	0	86	Do. garden seats	Each	...	0	4	0	0	4	0
Measurement.						87	Do. and Japanware	Case	...	Measurement.					
0	1	6	0	0	9	88	Do. ware in rolls, large	One dozen	...	0	6	0	0	6	0
0	1	6	0	0	6	89	Do. do. small	Do.	...	0	3	0	0	3	0

* Such carriages will only be allowed to remain in the transit shed or in the open for 24 hours free of rent. The fee will be repeated for every 3 days they remain on the Dock premises beyond 24 hours.

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How Charged.	IMPORTS. Wharfage.	EXPORTS. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 1 0	0 0 6	90	China Preserves, Chow-chow, &c.	Case of over ½ doz.	0 5 0	0 5 0
0 1 0	0 0 3	91	Do. do. do.	Case of ½ doz. & under	0 3 0	0 3 0
0 8 0	0 8 0	92	Do. Roots	Ton ...	2 0 0	2 0 0
Measurement.		93	Cigars or Cheroots	Case ...	Measurement.	
0 8 0	0 8 0	94	Clay, China and Fire	Ton ...	2 0 0	2 0 0
0 3 0	0 2 0	95	Clocks	Case of under 8 c.ft	0 8 0	0 8 0
0 6 0	0 4 0	96	Do.	Do. over 8 c.ft. ...	0 14 0	0 14 0
1 0 0	0 10 0	97	Clove, Stems	Ton ...	1 4 0	1 4 0
0 8 0	0 2 0	98	Coal, Coke, Cinders, Ashes, Patent Fuel, Dust and Rubbish	Do. ...	0 14 0	0 14 0
0 8 0	0 2 0	99	Coal and Coke in bags	Do. ...	0 10 0	0 10 0
0 3 0	0 2 0	100	Cocoanuts (with a minimum charge of 2 as. per bag)	Per 1,000 ...	0 8 0	0 8 0
0 1 3	0 1 0	101	Cochineal	Cwt. ...	0 3 3	0 3 3
0 8 0	0 8 0	102	Coffee	Ton ...	1 8 0	1 4 0
0 1 6	0 1 0	103	Coins, copper	Box or package ...	0 3 0	0 3 0
		104	Do. gold and silver—*see* Bullion.			
0 8 0	0 8 0	105	Coir, Fibre	Ton ...	1 2 0	1 9 0
0 3 0	0 2 0	106	Do. pressed	Bale ...	0 3 6	0 3 6
0 8 0	0 8 0	107	Do. Rope, Cable, Cordage and Yarn ...	Ton ...	1 2 0	1 4 0
0 8 0	0 8 0	108	Colomba-root	Do. ...	2 0 0	2 0 0
Measurement.		109	Confectionery	Case ...	Measurement.	

0	12	0	0	6	0	110	Copper Sheets	Ton ...	2	0	0	1	4	0
0	8	0	0	6	0	111	Do. Cakes, Slabs or Tiles	Do. ...	1	12	0	1	8	0
0	8	0	0	6	0	112	Do. Ware and Wire	Do. ...	2	0	0	1	12	0
	Measure	ment.				113	Do. do. when no weight is given ...	Package ...		Measure	ment.			
0	12	0	0	8	0	114	Copperas, Sulphate of Iron and Sulphate of Copper	Ton ...	2	0	0	2	0	0
								Do. ...	1	0	0	1	9	0
0	8	0	0	8	0	115	Copra	Box ...	0	13	0	0	13	0
0	4	0	0	2	0	116	Coral	Case ...		Measure	ment.			
	Measure	ment.				117	Do. imitation							
0	12	0	0	10	0	118	Cordage and Rope—Hemp, Europe and Manilla	Ton ...	2	4	0	2	4	0
								Do. ...	1	9	0	1	9	0
0	8	0	0	8	0	119	Corriander seed	Bale or case ...		Measure	ment.			
	Measure	ment.				120	Corks							
						121	Cotton, Raw*—							
0	3	0	0	2	0	A	Indian pressed bales (3½ cwts. *plus* tare) or docras of 3 cwts. or under	Bale or Docra ...	0	2	0	0	2	0
0	4	6	0	2	6	B	American and other pressed bales of 4 cwts. or over	Bale ...	0	3	6	0	3	6
0	6	0	0	3	0	C	Egyptian or other pressed bales of 6 cwts. or over and unpressed bales or docras of over 3 cwts.	Bale or Docra ...	0	5	0	0	5	0
						122-123	*Cancelled.*	Ton ...	1	8	0	1	8	0
0	8	0	0	8	0	124	Cowries	Case of 1 picul of 133 lbs. ...	0	6	0	0	6	0
	Spe	cial.				125	Crackers, China	Do. under 1 picul ..	0	4	0	0	4	0
	Do.					126	Do. do.							

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bunder is allowed to be landed at the Harbour side of the East Wharf of the Docks, and will be shipped at 2/3rds of the above rates. If cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
Measurement.		127	Crockery, Queen's porcelain and earthenware.	Crate or hhd. ...	Measurement	0-4-0 for a case up to 12 c.ft. 0-6-0 do. 20c.ft. and above 20 c. ft. under items Nos. 403 and 407.
0 8 0	0 8 0	128	Cumin seed	Ton ...	2 12 0	2 12 0
Measurement.		129	Cutlery	Case ...	Measurement.	
Special.		130	Dammer...	Ton ...	2 1 0	2 1 0
0 8 0	0 8 0	131	Dates, dry	Do. ...	1 0 0	1 0 0
0 8 0	0 8 0	132	Do. wet	Do. ...	1 0 0	1 0 0
0 2 0	0 1 0	133	Do. inkpots...	One doz. pots ...	0 6 0	0 6 0
0 12 0	0 8 0	134	Disinfecting Powder	Ton ...	1 8 0	1 8 0
Measurement.		135	Drugs and Medicines, foreign, not enumerated.	Case ...	Measurement.	
1 0 0	0 8 0	136	Drugs, country...	Ton ...	2 4 0	2 4 0
0 4 0	0 2 0	137	Do. do.	Case ...	0 3 0	0 3 0
0 3 0	0 2 0	138	Dyes, country and foreign in bulk	Ton ...	2 0 0	2 0 0
0 3 0	0 1 0	139	Dyes, foreign	Case or package ...	Measurement.	
0 3 0	0 1 0	140	Dragon's blood...	Do. ...	0 7 0	0 7 0
		141	Earthenware, foreign—*see* Crockery.			

0	12	0		0	8	0	142	Earthenware Piping, Retorts, &c., for Drainage	Ton	...	1	12	0
							143	Elephants' Tusks and Moyes' Teeth—*see* Ivory.					
									Case	...	0	7	0
0	4	0		0	2	0	144	Fans	Ton	...	2	0	0
0	12	0		0	10	0	145	Fat, Grease, Lard and Tallow	Case or Package	...	0	7	0
0	4	0		0	2	0	146	Feathers...	Bale	...	Measurement.		
							147	Felt	Ton	...	0	12	0
Measurement.							148	Firewood	Do.	...	2	2	0
Special.							149	Fishmaws	Bale	...	0	7	0
1	0	0		1	0	0	150	Flax and Linen Piece-goods					
0	4	0		0	2	0	151	Flour, except Corn flour and Farinaceous preparations in tins (*vide* items 271-3) ...	Ton	...	0	10	0
0	12	0		0	8	0			Case	...	0	2	0
							152	Fruits, fresh, foreign	Barrel	...	0	2	6
Special.							153	Do. do. do.	Ton	...	2	0	0
Do.							154	Do. dried, not enumerated	Case	...	Measurement.		
0	8	0		0	8	0	155	Do. do. from Europe	Basket	...	0	2	0
0	2	0		0	1	0	156	Do. fresh, from Zanzibar and Muscat ...	Case	...	Measurement.		
							157	Furniture	Each	...	0	1	6
Special.							158	Chairs, loose					
Measurement.							159	Gallnuts—*see* Myrabolams.					
0	1	0		0	0	6	160	Ghee	Ton	...	1	12	0
							161	Ginger, dry	Do	...	1	2	0
1	0	0		0	10	0	162	Glassware	Hhd. or crate	...	Measurement.		
0	8	0		0	8	0	163	Glass, window	Box under 6 c. ft.	...	0	2	6
Measurement.							163A	Do.	„ over 6 c. ft.	...	Measurement.		
0	1	6		0	0	9	164	Do. broken	Box or package	...	0	6	0
Measurement.							165	Goats' hair, pressed	Bale	...	0	6	0
0	3	0		0	2	0	166	Gold, Gold-leaf, &c.—*see* Bullion.					
0	4	0		0	2	0	167	Gold-leaf, mock	Box or package	...	0	3	0
							168	Grains, Wheat, Bájri, Jowári, Gram, Rice, Barley, &c.	Ton	...	0	9	0
0	2	0		0	1	0			Do.	...	0	13	0
0	8	0		0	6	0							
							169	Ground-nuts					
0	8	0		0	6	0							

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 8 0	0 8 0	170	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin Bdellium	Ton.	3 4 0	2 0 0
0 6 0	0 3 0	171	Gunny pieces and bags	Bale of over 200 pieces ...	0 5 0	0 6 0
0 4 0	0 2 0	172	Do. do.	{ Half bale (above 50 & up to 200 pieces) }	0 4 0	0 4 0
0 1 0	0 0 6	173	Do. do.	Bale of 50 pieces ...	0 2 0	0 2 0
Special.		174	Gunpowder	Package ...	Special.	
Do.		175	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.			
0 4 0	0 2 0	176	Guns, Small Arms, Sporting Guns, Rifles ...	Each ...	0 9 0	0 9 0
0 2 0	0 1 0	177	Do. do. Pistols, Revolvers, &c.	Do. ...	0 7 0	0 7 0
Measurement.		178	Haberdashery, Millinery, Hosiery, &c. ...	Case ...	Measurement.	
Do.		179	Hams in cases	Do. ...	Do.	
0 0 6	0 0 3	180	Do. in canvas, loose	Do. ...	0 0 6	0 0 6
0 12 0	0 8 0	181	Hardware	Ton ...	2 4 0	1 12 0
Measurement.		182	Do. when no weight is given	Case ...	Measurement.	
0 8 0	0 3 0	183	Harmonium and Organs if under 20 cubic ft.	Each ...	1 4 0	1 4 0
1 0 0	0 4 0	184	Do. do. if 20 c. ft. and under 30 c. ft.	Do. ...	1 13 0	1 13 0
1 8 0	0 6 0	185	Do. do. „ 30 c. ft and „ 40 c. ft.	Do. ...	2 6 0	2 6 0
2 0 0	0 8 0	186	Do. do. „ 40 c. ft. and „ 50 c. ft.	Do. ...	3 0 0	3 0 0
2 4 0	0 9 0	187	Do. do. „ 50 c. ft. and „ 60 c. ft	Do. ...	5 0 0	5 0 0
2 8 0	0 10 0	188	Do. do. „ 60 c. ft. and „ 70 c. ft.	Do. ...	8 0 0	8 0 0

2	12	0	0	11	0	189	Harmo.& Organs if 70 c ft. and under 80 c. ft.	Do.	12	0	0	12	0	0
3	0	0	0	12	0	190	Do. do. „ 80 c. ft. and over	Do.	15	0	0	15	0	0
	Measure ment.					191	Harness and Harness requisites	Case		Measure ment.				
						192	Hats and Caps—*see* Haberdashery.							
						193	Hay and Straw, pressed	Bale	0	4	6	0	4	6
	Special.					194	Hemp, loose, in bundles	Ton	1	13	0	1	13	0
0	8	0	0	6	0	195	Hemp, pressed	Bale	0	4	0	0	3	0
0	4	0	0	2	0	196	Hessians	Do.	0	5	0	0	8	0
0	4	0	0	2	0	197	Hides, Buffalo, &c.	One hundred	1	0	0	1	0	0
0	8	0	0	4	0	198	Horns, of kinds	Ton	1	6	0	1	6	0
0	12	0	0	8	0	199	Ice	Do.	1	12	0	1	12	0
	Special.					200	Do. small quantities for use of ships in Docks			Free.				
						201	Incense—*see* Olibanum.							
						202	Indian Condiments	Case		Measure ment.				
	Measure ment.					203	Indigo	Ton	2	0	0	2	0	0
0	8	0	0	8	0	204	Instruments, Drawing, Mathematical, Musical, &c., not enumerated	Case		Measure ment.				
	Measure ment.							Case or package	0	11	0	0	11	0
								Cask	0	14	0	0	14	0
0	6	0	0	3	0	205	Ink	Package of not more than 50 lbs.	0	2	0	0	2	0
0	8	0	0	4	0	206	Do.	Ton	2	4	0	2	0	0
	Measure ment.					207	Do.	Package		Measure ment.				
0	8	0	0	8	0	208	Ironmongery							
	Measure ment.					209	Do. when no weight is given							
0	8	0	0	4	0	210	Iron—Bar iron, Hoops, Pig, Rod, Scrap, Sheets, Bands Angle, T, and Old; and Steel, excepting Fagot, Keg, Spring and Octagon Steel which are charged under item 348	Ton	1	2	0	1	2	0
0	12	0	0	6	0	211	Iron or Steel—other than the foregoing, including Girders, Castings, Pipes, &c., under 1½ tons weight and galvanized iron Tubes and Pipes	Do.	1	10	0	1	10	0

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week, for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs a. p.	Rs. a. p.
		212	Iron or Steel—for weights above 1½ tons—*see* Rates for Machinery.			
0 1 3	0 1 0	213	Ivory, Elephants' Tusks, &c	Cwt. ..	0 3 3	0 3 0
0 3 0	0 2 0	214	Ivoryware	Package ...	0 10 0	0 10 0
0 8 0	0 8 0	215	Jaggery...	Ton ...	0 12 6	0 12 6
0 4 0	0 2 0	216	Jars, fancy, large, China and Japan ...	Each ...	0 3 0	0 3 0
1 8 0	0 12 0	217	Do. common, large	One hundred ...	6 0 0	6 0 0
1 0 0	0 8 0	218	Do. do. small	Do. ...	4 0 0	4 0 0
1 0 0	1 0 0	219	Jewellery and Trinkets*	Box or package ...	1 8 0	1 8 0
0 4 0	0 2 0	220	Jewellery and Trinkets, imitation	Do. ...	0 8 0	0 8 0
0 3 0	0 2 0	221	Jute, pressed	Bale ...	0 5 0	0 3 0
Special.		222	Kerosene Oil	Case of 8 imp. gal. ...	0 1 3	0 1 3
0 8 0	0 8 0	223	Khootwood	Ton ...	2 0 0	2 0 0
1 0 0	0 8 0	224	Lac	Do. ...	2 8 0	2 8 0
0 2 0	0 1 0	225	Lac-dye	Package ...	0 7 0	0 7 0
0 4 0	0 2 0	226	Lace and Thread, Gold and Silver, or Kinkob	Do. ...	0 8 0	0 8 0
Measurement.		227	Do. do. do. do. mock ...	Case or package ...	Measurement.	
0 8 0	0 8 0	228	Lead, Pig, Piping, Sheet and Rolls... ...	Ton ...	1 8 0	1 8 0
0 8 0	0 8 0	229	Do. Black, White and Red	Do. ...	2 4 0	2 4 0
0 8 0	0 8 0	230	Do. Shot	Do. ...	2 4 0	2 4 0
0 4 0	0 2 0	231	Leather, foreign	Case or package ...	Measurement.	

* Packages containing single articles of Jewellery and Trinkets shall be charged for under Item 398.

0	8	0		0	8	0	232	Liquorice root...	Ton ...	2	0	0		1	8	0
							233	Live Stock :—								
			Special.				233	Bullocks	Each ...	1	0	0		1	0	0
							1									
							A	Cows and Buffaloes...	Do. ...	1	12	0		1	12	0
							B	Calves and Pigs	Do. ...	0	10	0		0	10	0
							C	Dogs and Monkeys	Do. ...	0	3	0		0	3	0
							D	Donkeys	Do. ...	1	12	0		1	12	0
							E	Deer	Do. ...	0	10	0		0	10	0
							F	Elephants	Do. ...	6	0	0		6	0	0
							G	Fowls and Ducks	One dozen ...	0	3	6		0	3	6
							H	Goats and Sheep	Each ...	0	5	0		0	5	0
							I	Horses*	Do. ...	2	0	0		2	0	0
							J	Mules	Do. ...	2	0	0		.....		
							K	Pigeons, Quails and Partridges	Per dozen ...	0	2	0		0	2	0
							L	Turkeys and Geese	Do. ...	0	6	0		0	6	0
			Special.				M	Tigers, Bears, Crocodiles, and other Wild Animals	Each ...	5	0	0		5	0	0
							N	Other small birds					Free.			
							O	Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner.					Do.			
													Do.			
							P	Animals for public gardens in India ...								
							234	Luggage of European sailors, ship captains, members of the Water Police, and Preventive officers when proceeding on or returning from duty at the Docks ...					Do.			
0	2	0		0	2	0	235	Luggage, passengers' ...(See also item No. 410.)	Portmanteau & hand packages.	0	1	0		0	1	0
									Trunks and cases ...	0	2	0		0	2	0
0	2	0		0	2	0	236	Luggage, passengers' (See also item No. 410)								

* When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 12 0	0 8 0	237	Machinery, up to ¼ ton weight	Ton ...	1 4 0	1 4 0
1 0 0	0 12 0	238	Do. over ¼ and not exceeding 1½ tons.	Do. ...	1 10 0	1 10 0
1 4 0	1 0 0	239	Do. over 1½ and not exceeding 5 tons.	Do. ...	1 14 0	1 14 0
1 8 0	1 2 0	240	Do. over 5 and not exceeding 8 tons.	Do. ...	2 4 0	2 4 0
2 0 0	1 4 0	241	Do. over 8 and not exceeding 11 tons.	Do. ...	4 0 0	4 0 0
2 8 0	1 8 0	242	Do. over 11 and not exceeding 15 tons	Do. ...	5 0 0	5 0 0
3 0 0	1 12 0	243	Do. over 15 and not exceeding 100 tons.	Do. ...	7 8 0	7 8 0
0 8 0	0 8 0	244	Madder or Munjeet	Do. ...	2 0 0	1 8 0
1 0 0	1 0 0	245	Marble and Marble Slabs	Do. ...	2 4 0	2 4 0
Measurement.	0 2 0	246	Matches	Case ...	Measurement.	
0 4 0	0 1 0	247	Mats of sorts, foreign	Package of 50 ...	0 5 6	0 5 6
0 2 0	0 2 0	248	Do. country...	One hundred ...	0 6 0	0 6 0
0 4 0	0 3 0	249	Matting, coir	Package ...	0 5 0	0 5 0
0 6 0		250	Do. rolls of coir carpet...	Do. ...	0 8 0	0 8 0
		251	Medicines—*see* Drugs.			
0 12 0	0 10 0	252	Metals, unenumerated...	Ton ...	2 0 0	1 4 0
Special.		253	Military Stores, other than Arms, equipment not enumerated, up to 5 tons	Do. ...	2 0 0	2 0 0
		254	Do. for weights above 5 tons—*see* Rates for Machinery.			
		255	Do. when no weight is given	Package ...	Measurement.	

					256	Millinery—*see* Haberdashery.				
					257	Mill furnishings—*see* Rates for Machinery.				
0	2	0	0	1	0	258	Mineral waters...	Case or cask ...	0	5	0	0	5	0
0	3	0	0	8	0	259	Mother-o'-Pearl Shells	Ton ...	2	4	0	1	12	0
3	0	0	2	8	0	259A	Motor Cars and all 4-wheeled Motor Cycles...	Each ...	10	0	0	10	0	0
2	0	0	1	4	0	259B	Motor Bicycles or Tricycles	Do. ...	8	0	0	8	0	0
0	12	0	0	8	0	260	Mowra Flowers...	Ton ...	0	15	0	0	15	0
0	4	0	0	4	0	261	Musk	Case or package ...	1	4	0	1	4	0
0	6	0	0	4	0	262	Myrabolams or Gall-nuts and Beeda-nuts ...	Ton ...	0	15	0	0	15	0
0	8	0	0	8	0	263	Nails, of sorts	Do. ...	1	12	0	1	12	0
	Special.					264	Naphtha	Case or carboy ...	0	3	0	0	3	0
0	8	0	0	8	0	265	Nux Vomica	Ton ...	2	0	0	1	8	0
0	12	0	0	8	0	266	Oilcake	Do. ...	1	2	0	1	2	0
0	1	0	0	1	0	267	Oils—Linseed, Castor, Gingelly, and other Vegetable.	Tin, drum or case up to 10 Imperial gals.	0	2	6	0	2	6
0	12	0	0	8	0	268	Do. do. do. in casks ...	Ton ...	1	8	0	1	8	0
0	8	0	0	4	0	269	Oils, perfumed...	Case or pot ...	0	10	0	0	10	0
	Measurement.					270	Oilcloth and Floorcloth	Ton ...	2	0	0	2	0	0
0	1	0	0	0	9	271	Oilman's Stores	Case below 2 c. ft. ...	0	2	0	0	2	0
0	1	6	0	1	0	272	Do.	Case from 2 to 5 c. ft.	0	4	0	0	4	0
	Measurement.					273	Do.	Case from 5 c. ft. and upwards ...		Measurement.				
1	0	0	0	8	0	274	Olibanum or Incense	Ton ...	1	12	0	1	8	0
1	8	0	1	0	0	275	Opium	Chest of 140 lbs. ...	1	12	0	1	4	0
0	12	0	0	8	0	276	Do.	Half chest ...	0	14	0	0	10	0
						276A	Ore, Manganese	Ton ...	.....			0	10	0
						276B	Ore, Mineral, other than Manganese ...	Do. ...	.. ...			0	12	0
						277	Organs and Harmoniums—*see* Harmoniums.							
0	1	0	0	0	6	278	Orsidue or brass leaves	Package ...	0	2	6	0	2	6
0	1	0	0	0	6	279	Overland post parcels	Each ...	0	2	6	0	2	6
0	8	0	0	8	0	280	Paints, oil	Ton ...	2	4	0	2	4	0
0	4	0	0	2	0	281	Paper, of kinds (including bales of old newspapers)	Case or Bale ...	0	6	0	0	6	0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 4 0	0 2 0	281A	Paper imported from Calcutta or any Ports of British India	Bale ...	0 4 0	0 6 0
1 0 0	1 0 0	282	Pearls	Box or package ...	1 0 0	1 0 0
Measurement.		283	Do. imitation	Do. do. ...	0 7 0	0 7 0
0 8 0	0 8 0	284	Pepper of kinds and Pepper Roots	Ton ...	2 0 0	1 12 0
			Perambulators	Case ...	Measurement.	
Measurement.		285	Perfumery—Hair Oil, Pomades, &c. ...	Do. ...	Do.	
4 0 0	2 0 0	286	Pianofortes	Each ...	5 0 0	5 0 0
0 4 0	0 2 0	287	Piece-goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale ...	0 4 0	0 2 6
0 4 0	0 2 6	288	Piece-goods, Silks and Velvets	Do. ...	0 12 0	0 12 0
0 4 0	0 2 6	289	Do. Cotton and Silk, large bales ...	Do. ...	0 12 0	0 12 0
0 4 0	0 2 0	290	Do. Woollens...	Do. ...	0 6 0	0 5 0
0 8 0	0 8 0	291	Pitch	Ton ...	2 2 0	2 2 0
		292	Porcelain—*see* Crockery.			
		293	Plants for public gardens in India... ...	.....	Free.	
		294	Platedware—*see* Bullion.			
1 0 0	1 0 0	295	Precious Stones	Box or case ...	1 0 0	1 0 0
		296	Provisions, fresh, for voyage*	Coolie-load ...	0 1 0	0 1 0
		297	Do. for daily use of Ships in Docks...	.....	Free.	
0 2 0	0 1 0	298	Quicksilver	Bottle ...	0 5 0	0 5 0

0	2	0	0	1	0	299	Rags	Bale or package ...	0	4	0	0	0	3	*
	Special.					300	Railway Plant and Materials	.....	Same rates as Machinery.						
						301	Raisins—*see* Fruits, dried.								
0	12	0	0	8	0	302	Rattans	Ton ...	2	4	0	2	4	0	
0	1	0	0	0	6	303	Do. Malacca	One dozen ...	0	3	0	0	3	0	
0	8	0	0	8	0	304	Rose-flowers, dried	Ton ...	2	4	0	2	4	0	
0	1	6	0	1	0	305	Rose-water	Case ...	0	2	6	0	2	6	
0	1	0	0	0	6	306	Do.	Carboy ...	0	1	0	0	1	0	
						307	Rope—*see* Cordage.								
0	8	0	0	8	0	308	Rosin	Ton ...	2	4	0	2	4	0	
						309	Saddlery—*see* Harness.								
0	8	0	0	8	0	310	Safflower...	Ton ...	2	8	0	1	12	0	
0	4	0	0	2	0	311	Saffron	Case ...	1	0	0	1	0	0	
0	8	0	0	8	0	312	Sago	Ton ...	2	4	0	2	4	0	
	Measurement.					313	Do.	Case or package.	Measurement.						
0	8	0	0	8	0	314	Salammoniac	Ton ...	2	4	0	2	4	0	
0	12	0	0	6	0	315	Salt, country	Do. ...	0	6	0	0	6	0	
						316	Do. Refined—*see* Oilman's Stores.								
						316A	Do. English in Bulk	Ton ...	0	6	0	...			
								Do. ...	2	0	0	2	0	0	
0	12	0	0	6	0	317	Saltpetre	.....	Free.						
0	1	0	0	0	6	318	Samples, Cotton, small	Parcel ...	0	1	0	0	1	0	
0	1	0	0	0	6	319	Do. other than above	Case ...	Measurement.						
	Measurement.					320	Do. do. in case	Ton ...	2	0	0	2	0	0	
0	8	0	0	8	0	321	Sandalwood	Package ...	0	7	0	0	7	0	
0	2	0	0	1	0	322	Do. boxes and ware	Ton ...	1	10	0	1	6	0	
0	8	0	0	8	0	323	Sapanwood								
0	6	0	0	4	0	324	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	Do. ...	0	10	0	0	11	0	
								Do. ...	1	12	0	1	12	0	
0	12	0	0	8	0	325	Seeds other than Oil-seeds, unenumerated...	Do. ...	2	4	0	1	12	0	
0	8	0	0	8	0	326	Senna Leaves	Do. ...	2	2	0	2	2	0	
1	0	0	1	0	0	327	Shark Fins and Samoodar Fins	Do. ...	0	14	0	0	12	0	
0	8	0	0	4	0	328	Shawls, Cashmere and Delhi...	Case or package ...							

* Other *bonâ fide* ship's stores (including live-stock for use on voyage), furniture, tools and materials for repairs imported or exported at Wet Docks are liable to half the Wharfage charges shown in this scale.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 4 0	0 2 0	329	Shawls, European	Case or package ...	Measurement.	
0 8 0	0 8 0	330	Shellac	Ton ...	2 8 0	1 12 0
0 3 0	0 2 0	331	Shells, in cases, unenumerated	Case ...	0 7 0	0 7 0
0 8 0	0 8 0	332	Do. in bags and loose, unenumerated ...	Ton ...	2 0 0	1 8 0
0 1 6	0 1 0	333	Shovels	Per dozen ...	0 3 0	0 3 0
0 4 0	0 2 0	334	Silk, Raw	Case or bale ...	0 8 0	0 8 0
		335	Do. Piece-goods—*see* Piece-goods.			
		336	Silverware—*see* Bullion.			
Measurement.		337	Skins, Goat and Sheep, tanned	Bundle, bale or case.	0 6 0	0 6 0
Do.		338	Soap, perfumed, foreign	Case ...	Measurement.	
Do.		339	Do. bar do.	Do. ...	Do.	
Do.		340	Do. do. do. in small boxes ...	Per cubic foot ...	0 2 0	0 2 0
1 0 0	0 8 0	341	Do. country, soft, and Bar	Ton ...	1 12 0	1 12 0
0 8 0	0 4 0	342	Spelter and Solder	Do. ...	1 14 0	1 14 0
1 0 0	0 12 0	343	Spices—Cinnamon and Mace, Nutmegs, Cloves, Bastard Cardamoms, and others, unenumerated	Do. ...	1 12 0	1 8 0
		344	Cardamoms—*see* Special Rate for Cardamoms.			
0 0 1½	0 0 0¾	345	Spirits, Liquors, and Wines in wood ...	Imp. gal. ...	0 0 3½	0 0 3½
0 0 9	0 0 3	346	Do. do. do. in bottle ...	1 doz. qts. or 2 doz. pints ...	0 2 0	0 2 0

Measurement.		347	Stationery, unenumerated	Case or cask ...	Measurement		
0 8 0	0 4 0	348	Steel, Fagot, Keg, Spring and Octagon ...	Ton ...	1 8 0	1 8 0	
0 12 0	0 8 0	349	Sugar, Sugar-candy and Molasses	Do. ...	0 12 6	0 12 6	
0 2 0	0 1 0	350	Do. Loaf or Chopped	Case of 1 cwt. & over.	0 5 0	0 3 6	
Measurement.		351	Do. do. do.	Case under 1 cwt. ...	Measurement.		
0 8 0	0 8 0	352	Sulphur	Ton ...	2 2 0	2 2 0	
		353	Tallow—*see* Fat.				
1 0 0	0 10 0	354	Tamarind	Do. ...	1 4 0	1 4 0	
0 8 0	0 8 0	355	Tar	Do. ...	2 2 0	2 2 0	
0 1 0	0 0 6	356	Tea	Package up to 15 lbs.	0 1 0	0 1 0	
0 1 0	0 0 6	357	Do.	Pkge. above 15lbs. & up to 30 lbs.	0 2 0	0 2 0	
0 2 0	0 1 0	358	Do.	Do. above 30 lbs. & for every 60 lbs.	0 3 0	0 3 0	
0 12 0	0 6 0	358A	Do.	Packge of 180 lbs. ...	.....	0 8 0	
0 3 0	0 1 6	359	Thread	Case ...	0 6 0	0 5 0	
0 12 0	0 8 0	360	Tiles, flooring	Ton ...	2 4 0	2 4 0	
0 12 0	0 8 0	361	Do. foreign	1,000 ...	3 12 0	3 12 0	
		362	Do. Mangalore	Regtr. ton of vessel...	1 12 0	1 12 0	
0 12 0	0 4 0	363	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares	Ton of 50 cubic ft. ...	1 12 0	1 12 0	
0 12 0	0 4 0	364	Do. planks and scantlings	Do. ...	1 4 0	1 4 0	
0 8 0	0 4 0	365	Tin, of kinds	Ton ...	1 12 0	1 4 0	
0 1 0	0 0 6	366	Tin plates	Box of 1 cwt. & under*	0 1 6	0 1 3	
0 4 0	0 2 0	367	Tobacco, foreign or manufactured	Case ...	0 6 0	0 6 0	
Measurement.		368	Do. country	Bale ...	Measurement.		
0 4 0	0 2 0	369	Tortoise Shell	Case ...	0 9 0	0 9 0	
Measurement.		370	Toys	Do. ...	Measurement.		
0 2 0	0 1 0	371	Trunks and Boxes	Do. ...	Do.		
0 6 0	0 6 0	372	Turmeric and Turmeric powder	Ton ...	1 2 0	1 4 0	
Special.		373	Turpentine	Tin, drum or case up to 10 imp. gals. ...	0 2 6	0 2 6	
1 4 0	0 8 0	374	Twine	Ton ...	1 8 0	2 0 0	

* Boxes above 1 cwt. to be charged proportionately.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 4 0	0 2 0	375	Twist and Yarn	Bale ...	0 4 0	0 2 3
Measurement.		376	Umbrellas	Case ...	Measurement.	
0 1 0	0 0 6	377	Varnish	Five imp. gals. ...	0 2 0	0 2 6
		378	Vegetables, fresh, for voyage	Coolie-load ...	0 1 6	0 1 6
		379	Do. do.	Cart-load ...	0 7 0	0 7 0
		379A	Do. do as cargo, including Potatoes, Onions, Garlic, &c. ...	Ton ... / Cart-load ...	1 0 0 / 0 12 0	1 0 0 / 0 12 0
0 2 0	0 1 0	380	Vermilion	Case ...	0 5 0	0 5 0
0 3 0	0 2 0	381	Waste, Cotton, Twist and Wool	Bale ...	0 2 0	0 2 0
0 8 0	0 8 0	382	Watches, gold and silver	Case ...	1 8 0	1 8 0
0 4 0	0 2 0	383	Do. other than above	Do. ...	0 12 0	0 12 0
0 8 0	0 8 0	384	Whiting	Do. ...	2 0 0	2 0 0
		385	Wines, &c.—*see* Spirits.			
0 1 0	0 0 6	386	Wire, bottling	Case of 1 cwt. ...	0 2 0	0 2 0
1 0 0	0 8 0	387	Do. of sorts, unenumerated	Ton ...	2 4 0	2 4 0
0 3 0	0 1 0	388	Wool, unpressed	Docra up to 1½ cwts...	0 4 0	0 4 0
0 4 0	0 2 0	389	Do. do.	Bale from 1½ to 3 cwts	0 6 0	0 6 0
0 4 0	0 2 0	390	Do. do.	Bale or bora above 3 cwts.	0 8 0	0 8 0
0 3 0	0 2 0	391	Do. pressed	Bale	0 5 0	0 5 0
		392	Do. Berlin—*see* Haberdashery			

					393	*Woollens—see* Piece-goods.								
0	12	0	0	6	0	394	Yellow-metal Sheets, Sheathing and Braziers	Ton	...	2	0	0	1	4	0
0	8	0	0	6	0	395	Zinc, Sheathing, Sheets and Perforated Sheets	Do.	...	2	0	0	2	0	0
						396	On all goods not enumerated, if in cases, bales, crates or casks and for all goods specified to be charged for by measurement, the rates will be :—								
0	1	0	0	0	9	397	if under 4 cubic feet	Package	...	0	2	0	0	2	0
0	1	6	0	1	0	398	if 4 or under 6 cubic feet	Do.	...	0	4	0	0	4	0
0	2	6	0	1	6	399	if 6 or under 10 cubic feet	Do.	...	0	6	6	0	6	6
0	4	0	0	2	0	400	if 10 „ 15 „	Do.	...	0	8	0	0	8	0
0	5	0	0	2	6	401	if 15 „ 20 „	Do.	...	0	10	0	0	10	0
0	6	0	0	3	0	402	if 20 „ 30 „	Do.	...	0	14	0	0	14	0
0	10	0	0	5	0	403	if 30 „ 40 „	Do.	...	1	3	0	1	3	0
0	14	0	0	7	0	404	if 40 „ 50 „	Do.	...	1	8	0	1	8	0
1	0	0	0	8	0	405	if 50 „ 60 „	Do.	...	1	14	0	1	14	0
0	1	0	0	0	9	406	For every 10 cubic or part of 10 c. ft. additional	Do.	...	0	2	0	0	2	0
1	4	0	0	8	0	407	On all goods not enumerated, chargeable by weight	Ton	...	2	4	0	2	4	0
						408	Unenumerated unpacked goods	Coolie-load	...	0	2	0	0	2	0
						409	Passengers' baggage unmanifested and for which Dock labour is not supplied; also bicycles, tricycles, and sporting guns, the personal property of passengers except when first imported from Europe ...						Free.		

Scale of special rates to be charged on all goods imported and exported at the Prince's and Victoria Docks by Coasting steamers plying between Bombay and Ports on the West Coast of India.

Special Class.—4 pies a maund, or 9 annas a ton.

Ballast.
Bardans or used gunny bags.
Betel-nuts.
Bricks, fire.
Chalk.
Coal and coke in bags.
Cocoanuts.
Coriander seed.
Cotton, pressed.
Firewood.
Grain, wheat, rice, bajri, jowari, gram & barley, &c.
Myrabolans.
Ochre of kinds.
Salt, country.
Saltpetre.
All kinds of seeds.
Tiles, Mangalore.
Vegetables, fresh.

1st Class.—6 pies a maund, or 13 annas a ton.

Alum.
Bamboos.
Bark of sorts.
Bones, bone-dust and blood-manure.
Borax, unrefined.
Bottles, empty.
Bran.
Cement.
Clay, China and fire.
Coal, coke, cinders, ashes, patent fuel.
Coir, pressed.
Dates, wet and dry.
Disinfecting powder.
Flax.
Flour.
Glass, broken.
Goats' hair, pressed.
Ground-nuts.
Hay and straw, pressed.
Hemp, pressed.
Hessians.
Horns of kinds.
Iron, bar-iron, hoops, pig, scrap sheets, &c.
Jaggery.
Jute, pressed.
Kerosene oil.
Mats, country.
Mowra flowers.
Oil-cake.
Papad-khar, or country soda.
Piece-goods, cotton.
Skins, untanned.
Sugar.
Sugarcandy and molasses.
Tamarind.
Twist and yarn.
Whiting.
Wool, pressed.

2nd Class.—8 *pies a maund, or Rs.* 1-2-0 *a ton.*

Alkali (Sajeekhar).
Almonds.
Aloes.
Anchors.
Arrowroot.
Asphalte.
Assafœtida, coarse.
Beads.
Blood stones, Cambay stones and gold stones.
Brass and brass-ware.
Bricks, Bath.
Buckets, iron.
Canvas.
Capoor cutchree.
Cardboards, strawboards.
Cassaware.
Chillies, dried.
Clove-stems.
Cocum.
Coffee.
Coir, fibre.
Coir, rope, cordage and yarn.
Colomba root.
Copper sheets, slabs, ware and wire.
Cordage and rope, hemp, Europe and Manilla.
Copra.
Corks.
Cowries.
Dammer.
Drugs, country.
Earthenware, piping, retorts, &c., for drainage.
Fat, grease, lard and tallow.
Fish, dried.
Fruits, fresh or dried.
Ginger, dry.
Glue.
Gums of sorts.
Hemp, loose in bundles.
Jars, common, large or small.
Lac
Lac dye.
Lead, pig, piping, sheet, and rolls.
Lead, black, white and red.
Lead, shot.
Linen piece-goods.
Liquorice root.
Mats, foreign.
Matting, coir.
Mineral waters.
Mother-o'-pearl shells.
Nails of sorts.
Nux vomica.
Oils, linseed, castor, gingelly, &c.
Olibanum or incense.
Orsidue or brass leaves.
Paints, oil.
Paper of kinds (including bales of newspapers).
Pitch.
Raisins.
Rattans.
Sago.
Salammoniac.
Sandalwood.
Shikakhai.
Shovels.
Soap, country, soft and bar.
Soapnuts.
Spelter and solder.
Sulphur.
Tiles, flooring and foreign.
Thread.
Timber in logs.
Timber, planks and scantlings.
Tin of kinds.
Tin plates.
Tortoise shell.
Turmeric.
Twine.
Umbrellas.
Waste, cotton twist & wool.
Wire.
Yellow metals, sheets, &c.
Zinc sheets, &c.

3rd Class.—10 *pies a maund, or Rs.* 1-6-0 *a ton.*

Ale, beer and porter, in casks.
Aerated waters.
Antimony.
Apparel not accompanying passengers.
Arsenic.
Bangles.
Beef and pork.
Bees' wax.
Biscuits.
Boots and shoes.
Bottles, empty, medicine phials.
Butts, pipes and puncheons (empty).
Carpets.
Casks and hogsheads, empty.
Cheese.
Cochineal.
Copperas, Sulphate of iron and sulphate of copper.
Cotton, raw, unpressed.
Cumin seed.
Dyes, country.
Earthenware, foreign.
Fans.
Felt.
Furniture and chairs.
Garlic.
Ghee.
Glassware.
Gunny pieces and bags.
Haberdashery, hosiery, &c.
Hams.
Hardware.
Harness and harness requisites.
Indian condiments.
Indigo.
Ink.
Ironmongery.
Iron or steel, including girders, castings, pipes, &c.
Khootwood.
Metals, unenumerated.
Oil cloth and floor cloth.
Oilmans' stores.
Pearls, imitation.
Pepper and pepper roots.
Rose flowers, dried.
Saddlery.
Safflower.
Shajeera.
Salt, refined.
Sapan wood.
Senna leaves.
Silk, raw.
Soap, foreign.
Spices.
Spirits and liquors, in wood.
Stationery, unenumerated.
Steel, fagot, keg, spring and octagon.
Tar.
Tobacco, country and foreign.
Varnish.
Vermilion.
Wool, unpresed.
Wool, Berlin.

4th Class.—12 *pies a maund, or Rs.* 1-11-0 *a ton.*

Ale, beer, porter and cider, in bottles.
Acids, carbolic, citric, gallic & tannic
Baskets, cane.
Books.
Camphor.
Camphor wood, drawers and boxes.
Chemicals, drugs and medicines.
China and Japanware.
China preserves.
China roots.
Cigars and Cheroots.
Crockery, Queen's porcelain and earthenware.
Cutlery.
Fishmaws.
Hides, buffalo, &c.
Jars, fancy, China and Japan.
Leather, country or foreign.
Marble and marble slabs.
Perambulators.
Piece-goods, cotton, silk and woollen.
Plants.
Shark fins, samooder fins.
Shells.
Skins, goats' and sheep, tanned.
Toys.
Trunks and boxes.
Turpentine.

5th Class.—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Acids, other than carbolic, citric, gallic and tannic.
Attar.
Bhang.
Clocks.
Candles.
Cardamoms.
Confectionery.
Coral.
Crackers, China.
Elephant's tusks and Moyes' teeth (ivory).
Feathers.
Glass, window.
Instruments, drawing, mathematical, &c.
Lace and thread, gold and silver or kinkob.
Matches.
Musk.
Naphtha.
Oils, perfumed.
Perfumery, pomades, &c.
Piece-goods, silk and velvet.
Quicksilver.
Rose-water.
Sandalwood boxes and ware.
Shawls, Cashmere and Delhi.
Tea,
Wines and spirits, in bottles.

Note.—The Dock charges will be recovered on avoirdupois weight. The equivalent maund rate is merely given for the information of merchants. A maund is equal to 82⅔ lbs.

Personal baggage accompanying passengers will be passed free, but extra goods, unmanifested, will be charged at 8 annas a cart, or two annas a cooly load.

The following specified articles and all others not mentioned in the above classification, will be charged at the rates laid down in the General Rate-Book for the Docks if scheduled. If not scheduled in that Rate-Book they shall be charged double the rates in the Bandar Rate-Book :—

Bicycles and Tricycles.
Billiard Tables.
Boats.
Carriages.
Bullion and Specie.
Jewellery.
Pearls.
Precious Stones.
Opium.
Saffron.
Guns and small arms.
Harmoniums and pianos.
Live-Stock.
Machinery and boilers.
Military stores.
Railway plant and materials.
Tents.
Watches.
Tanks, iron.

In all questions that arise with regard to *miscellaneous charges*, *rents*, *overside fees*, *night* and *holiday work*, *transhipment*, *cranage*, *siding charges*, &c., the rules laid down in the General Rate-Book for the Wet Docks will apply.

The *Minimum charge* for any package shall not be less than *one anna*.

Fractions of an anna.—In the total charge recovered on a chappa, fractions of an anna *less than six pies* will be dropped; while *six pies and over* will be reckoned as *1 anna*.

Miscellaneous Charges.

1. The following charges will be made for loading or unloading carts at the Docks:—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.

For other goods except machinery—1 anna per cart.

For machinery by truck—special rates.

The Docks Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. *Cancelled.*

4. When the floating stage is used by any vessel for the purpose of effecting repairs, a charge of Re. 1 for a day or Rs. 2 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c.:—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet.	0	0	6	each.
" " " over 6 "	0	1	0	"
Bales under 6 cubic feet	0	1	0	"
" over 6 "	0	2	0	"
Cases, Machinery, under 1½ tons weight	0	2	0	"
Packages over 1½ tons weight...	0	8	0	"
Cases, Wines and Spirits, containing 2 dozen and under ...	0	0	6	"
" " " over 2 dozen...	0	1	0	"
Pianos and Harmoniums	0	4	0	"
Gilt Moulding	0	4	0	"
Quarter Casks in Casing	0	4	0	"
Hogsheads "	0	8	0	"
Two-wheeled Carriages	0	4	0	"
Four-wheeled "	0	8	0	"
Fixing Carriages...	4	0	0	"

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales or weigh-bridge 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16, will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings } To be used at	0	8	0	"
For Hire of Wire net Slings } ship's risk.	2	0	0	"
For Hire of Large Iron Tubs	1	0	0	"
For Hire of Small Tubs	0	8	0	"
For Hire of 5 Ton Trucks	3	0	0	"
For Hire of 10 Ton "	6	0	0	"

9. Weighing or measuring goods 3 annas per ton, and a further charge of Rs. 2 per day when a clerk is employed.

10. For certificates of weight or measurement, Re. 1 each.

Rents.

11. IMPORTS.

A.—Import Goods except Iron and Steel as specified under item No. 210. Sugar, rice and dutiable goods will be allowed 7 days, and duty-free goods 5 days free of rent after landing. After these free days have expired, extra rents will be incurred for every 3 days or part of 3 days, at the rate of one-third of the wharfage fee to which the goods may be liable. Immediately after the expiry of free days goods may be removed into the warehouse for Unclaimed Goods. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

B.—(1) All iron and steel as specified under item No. 210, and mild steel, *i.e.*, steel other than faggot, keg, spring or octagon, shall be sorted according to sizes by the Trustees' Contractors, as far as possible as landed, a charge being made on the ship of 3 annas per ton to cover the cost.

(2) As soon as all the iron and/or steel is landed and sorted, notice shall be given to consignees, and seven free days will be allowed from the date of such notice.

(3) Any iron or steel not taken delivery of within the free days, or allowed to remain on the Dock premises after the expiry of the free days, will be charged extra fees at one-third the ordinary wharfage, the first of such extra fees to cover storage for a further period of one week and each succeeding fee three days only.

C.—The full amount of the wharfage fees as laid down in the Dock Scale of Rates will be charged on all goods landed at the Docks and loaded into railway wagons at the Docks sidings, but special arrangements may be made with the Docks Superintendent as to the period during which free days will be allowed: provided—

(1) that the consignee's intention to load the goods into wagons is previously declared before the goods are landed;

(2) that all arrangements for the despatch of the goods per railway wagons are entrusted to the Docks Superintendent; and

(3) that all charges are paid.

12. EXPORTS.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock. Provided that in respect of any cargo shut out on account of a vessel being unable to load while in Dock owing to insufficient depth of water, if the shipper elects to send such cargo out for shipment in the stream on the same vessel, the Board will grant an allowance at the rate of 8 annas a ton for cost of lighterage and handing from the Docks to the ship, provided that the quantity in the aggregate shall not exceed 500 tons. In such cases full wharfage will be charged.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

H.—Grain or Seeds brought to the Docks direct by rail and found to be unfit for shipment by reason of the inferiority of quality may be removed from the Dock premises without payment of any wharfage fee, provided the removal takes place within 24 hours of arrival. On the expiration of 24 hours the usual rates will become chargeable.

13. In computing the days for charging rents, Sundays and Holidays enumerated in Bye-law No. 85* as well (in the case of dutiable goods only)

* BYE-LAW—Working hours at the Docks shall be from 7 A. M. to 12 noon and from 1 P. M. to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birth Day, and any fast or thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents, Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

as any other days on which Imperial duty may not be received will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. Import goods delivered into lighters alongside for removal out of Dock will be charged ⅛th of wharfage rate; export goods taken on board from lighters alongside will be charged ⅓rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or one anna per half-chest.

16. Burst bales, &c., relanded in course of shipment for repacking will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment, overside, when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied:—

		Cotton.	Coir.	Wool.
On landing, if work is done by muccadum, per bale	Re.	0-0-6	0-0-9	0-0-6
On re-shipment, if work is done by muccadum, per bale	,,	0-0-6	0-0-9	0-0-6
On re-shipment, if work is done by muccadum, per bale	,,	0-0-6	0-0-9	0-0-6
On re-shipment, if work is done by Trust, per bale	,,	0-2-0	0-2-9	0-4-6

18. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo will, within the limit hereafter mentioned, be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but when such Railway materials from three-fourths or more of the entire cargo of a vessel, the vessel shall pay overside charges at the usual rate on the full quantity discharged in the Docks.

Railway materials entitled to free overside delivery under this clause when landed on the quay for ship's convenience and afterwards re-shipped into boats will be treated as transhipment cargo under Rule 23.

Provided that in the case of weights exceeding 1½ tons, one-third wharfage shall be charged on all packages loaded by the Trustees' cranes direct into boats, and full import wharfage on packages first placed on the Trustees' wharf and then loaded into boats; such charge in the latter instance to cover forty-eight hours' storage on the wharf. These charges to be in addition to cranage leviable under paragraph 29.

19. Ordinary ballast brought from a Port Trust Bunder, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bunder. Ballast brought from elsewhere

into Dock will be charged the Trustees' "outlying Bunders" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

20. *Dock Dues.*

A.—In addition to the foregoing charges on goods, every square-rigged vessel using the Docks (except troop-ships, for which special rates may be arranged) will be charged 1 pie per ton per diem, the minimum charge (troop-ships excepted) being Rs. 25 for each square-rigged vessel.

B.—Vessels occupying a berth on the outside face of the Dock shall be charged half Dock dues in every case in which there may not be a berth available inside the Dock.

C.—Vessels will not be charged for Sundays or the Holidays enumerated in bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for charter or cargo and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country-craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs :—

For vessels 250 feet long and under.....Rs. 12 per diem.
For vessels over 250 feet in length ..... „ 18 „

21. *Night and Holiday work.*

The charges for night work at Wet Docks shall be as follows :—

A.—Rs. 30 per night from 7 P.M to 3 A.M.
Rs. 15 per half night, from 7 P.M. to midnight.

B.—When gates are opened for receiving and delivering cargo, Rs. 15 per night, from 7 P.M. to 3 A.M., and Rs. 7½ per half night, from 7 P.M. to midnight or from midnight to 3 A.M. to be paid by each ship receiving goods through a Dock gate after working hours, except in the case of State Railway materials the charge for which will be Rs. 3 per night and Rs. 1½ per half night.

C.—The following extra rates shall be charged for work done in We Docks on Sundays and Holidays :—

For work done any time between midnight on Saturday and midnight on Sunday.....Rs. 200
For work done on Holidays..... „ 30 per day.
„ „ ..... „ 15 per half day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

22. Boats using the East Wharf of the Wet Docks shall be charged the regular Bunder rates on goods and boats.

23. On goods landed at the Wet Docks and previously entered for transhipment, under Chapter 12 of the Sea Customs Act without Import and Export documents, the following wharfage fees shall be charged :—

Foreign Merchandise.

1. Iron and Machinery and other bulky goods classed as machinery exceeding 5 tons, sugar other than loaf or chopped sugar in cases and dates :—

   One-third the import wharfage fee laid down in the Docks scale.

2. Other articles..... 8 annas a ton.

Indian Produce and Manufactures.

1. Cotton and grain of all sorts..... .....3½ annas per ton.
2. Groundnuts, Myraholams, Oil-seeds and Jaggery.....3½ annas per ton.
3. All other Indian produce and manufactures, 6 annas per ton.

This fee will cover the right to storage for five days ; thereafter the ordinary Dock ground or shed rent charges will be levied.

Prior arrangements shall be made with the Docks Superintendent for the labour required in the handling and storage of transhipment goods, and the cost of such labour shall be borne by the transhippers.

In the case of liners having preferential berths, special arrangements may be made with the Docks Superintendent as to the period during which free storage will be allowed.

24. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock bye-law No. 30-A.

25—28. *Cancelled.*

29. *Cranage.*

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes, required for the whole or half of the following day, to be made by 4 P.M. to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Application for cranes at night, whole or half, to be made to the Shed Manager before 4 P.M.

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night, or full day or night will be charged for.

G.—Should cranes for which application has been made for half night only be required for the whole night, application to be made at least two hours before the end of the half night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty showing number of cranes required, from what time and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

	Rs.	a.	p.
For each 1½-ton crane per day or per night ...	5	0	0
For each 1½-ton crane per half day or half night	2	8	0

'Day to be from 7 A.M. to 12 noon and from 1 P.M. to sunset; Half day to be from 7 A.M. to 12 noon or from 1 P.M. to Sunset.' Night to be from 7 P.M. to 3 A.M. Half night to be from 7 P.M. to mid-night or from mid-night to 3 A.M.

Any part of a day or night less than a half will be charged as a half day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats, or country crafts will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs.

L.—(1) When hand cranes are used at Wet Docks the ordinary Dock carnage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. hydraulic crane can be made available, or they may ship from the east wharf where Bunder cranage rates are charged.

(2) No charge will be made for the use of hand cranes for goods, machinery, etc., loaded into or unloaded from Railway trucks or wagons; but shippers or consignees must provide the labour to work the cranes at their own cost.

M.—For weights over 1½-tons and not exceeding

						Rs.	a.	p.	
				5 tons...	...	1	0	0	per ton.
„	5	„	„	8 „ ...	...	2	0	0	„
„	8	„	„	11 „ ...	...	3	4	0	„
„	11	„		... ...	...	4	0	0	„

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery will be charged by measurement or weight at option of Dock officers; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles required to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied:—

For ships of tons	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed; the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton or lift as may be agreed upon with the Docks Superintendent.

30. The charges for the use of the Railway Siding at the Wet Docks are as follows:—

	Rs.	a.	p.
(1)			
(2)			
(3) Firewood, Charcoal, Timber and Rafters ... per ton	0	3	0
(4) State Railway and Government Stores ...	Special Rates		
(5) Manganese Ore and other similar ores ... per ton	0	2	0
(6) Coal and Coke... ... ... ,,	0	2	0
(7) All other goods ... ... ,,	0	5	0
(8) Live Stock, including Horses, Mules, Cattle and Wild Animals, per ton on carrying capacity of waggon	0	4	0
(9)			
(10) Unloading work of waggons when done by Trustees at Docks ... ... per ton	0	1	6

31. *Cancelled.*

By order of the Trustees,

H. E. Hart,

Secretary.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in „	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Assafœtida, in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags...	8	.....
Bees' Wax	20 gross	
Barilla...	20	.....
Betel-nut	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
„ in boxes	.....	50
Cassia, in boxes	.....	50
„ in bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
China Root, in bags	11	.....
„ in boxes	.....	50
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
„ in boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
„ in casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at	50
Cowries	20	.....
Cummin Seed	8	.....
„ „ Black	8	.....
Cutch, in bags	18	.....
„ in cases	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
„ dry	16	.....
Dholl	20	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2,240 lbs. gross.
Gunjah	.....	50
Hemp	5 bales not exceeding.	52
Hides, Buffalo or Cow, cured	14 gross	
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India Rubber, in bags	16	.....
„ „ cases	.....	50
Indigo...	.....	50
Iron	20	.....
Jute	5 bales not exceeding.	52
Jute Cuttings	5 bales not exceeding.	52
Lac Dye	.....	50
Lard	20 gross	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Myrabolams	16	.....
Molasses	2 puncheons	or 4 hhds.
Mother-o'-Pearl, in bags	20	.....
„ „ cases	20	.....
Mowrah Flowers	20	.....
Mowrah Seed	20	.....
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
„ casks...	4 hhds.	
Oil-seed Cake	20	.....
Opium	per chest.	
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
„ Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw Silk, in bales	10	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rattans, for dunnage	20	.....
Red Wood, „	20	.....
Rhea	5 bales not exceeding.	52
Rice	20	.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons	or 4 hhds.
Safflower	5 bales not exceeding.	52
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
„ „ boxes	30	gross.
Saltpetre	20	.....
Salt	20	.....
Sapan Wood, for dunnage...	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ „ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
„ „ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-Goods	.....	50
Skins	14	gross.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Soap, country, in cases	.....	50
„ „ bags	15	.....
„ „ bar	20	.....
Stick Lac, in cases	.....	50
„ „ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarinds, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
„ square	.....	50
Tincal...	20	.....
Tobacco, in bales	5 bales not exceeding.	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat...	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*":—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892—with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent.

2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-Goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „

3. On purchasing ditto when funds are provided by the Agent ... ... 5 „

4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „

5. On returns for Consignments if made in produce ... 2½ „

6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „

7. On accepting Bills against Consignments ... ... 1 „

8. On the sale or purchase of Ships, Factories, Houses, Lands and all property of a like description... ... 2½ „

9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee ... ... ½ com.

10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent. ... ... 2½ per cent.

11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived. 2½ „

12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due realisation of sales ... ... 2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading. 2½ „

16. On advertising as the Agents for Owners or Commanders of ships, for cabin passengers on the amount of passage money whether the same shall pass through the Agent's hands or not... ... ... 2½ „

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... ... 5 „

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ „

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... ...2½ to 5 „

If Opium, Indigo, Raw Silk or Silk Piece-Goods. 1¼ to 2½ „

If Treasure, Precious Stones, or Jewellery ... ¾ to 1 „

22. On effecting Insurances, whether on lives or property ... 2½ „

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... 2½ „

24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... 1 per cent.

25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... ... 2½ „

Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „

30. On granting Letters of Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and one very exchange or transfer, not by purchase from one class to another ... ... ½ „

32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged ... ... ½ „

☞ *Brokerage when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Bees' Wax	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Betel Nut	Do. or Mats	16 „ „
Blackwood	In square Logs ...	50 Cubic feet
Blackwood, otherwise ...	Do. do. ...	20 Cwts. Nett
Bone Meal	Bags	20 „ „
Cardamoms	Robbins...	10 „ „
Ditto	Bags	10 „ „
Ditto	Cases	50 Cubic feet
Cassia	Bales	800 lbs. Nett } 50 Cubic feet
Cinnamon	Do.	800 „ „ }
Ditto	Cases	50 Cubic feet
Citronella Oil	Cases, Drums or Tanks	50 „ „
Cocoanut Oil	Casks	14 Cwts. Nett
Coculus Indicus ...	Robbins	14 „ „
Ditto	Bags	16 „ „
Coffee	Casks	16 „ „
Ditto	Bags	18 „ „
Ditto	Cases	50 Cubic feet
Coir Yarn and Fibre ...	Pressed Bales	50 „ „
Ditto	Bundles or Coils ...	8 Cwts. Nett
Ditto	Dholls not exceeding 4 lbs	10 „ „
Coir Matting	Rolls	50 Cubic feet; $\frac{1}{7}$ allowed off for the round

TONNAGE SCALE—*contd.*

Goods.	Packages.	Shipping Ton.
Coir Rope	Coils	8 Cwts. Nett
Coir Junk	Pieces	12 „ „
Copprah	Robbins	10 „ „
Ditto	In Pressed Bales ...	50 Cubic feet
Ditto	Bulk	12 Cwts. Nett
Ditto	Bags	12 „ „
Ditto	Bags each cup cut in 4 pieces	14 „ „
Cotton	Pressed Bales	50 Cubic feet
Cowries	Bags or Cases	20 Cwts. Nett
Cutch	Cases	50 Cubic feet
Ditto	Bags or Baskets	16 Cwts. Nett unscrewed
Cinchona	Bales	50 Cubic feet
Elephants' Teeth ...	Cases	50 „ „
Ditto	Bundles	18 Cwts. Nett
Ditto	Loose	20 „ „
Fish Oil	Casks	14 „ „
Ginger	Cases	50 Cubic feet
Ditto	Bags	12 Cwts. Nett
Ditto	Casks	8 „ „
Gingelly Seed	Bags	20 „ „
Gums of all kinds ...	Cases	50 Cubic feet
Hemp	Screwed Bales	50 „ „
Hides	Unpressed	12 Cwts. Nett
Ditto Green	Do.	20 „ „
Ditto Dry	Bales	50 Cubic feet
Horns, Buffalo and Cow.	Loose	16 Cwts. Nett

TONNAGE SCALE—*contd.*

Goods.	Packages.	Shipping Ton.
Horns, Deer	Loose	12 Cwts. Nett
Lemon Grass Oil ...	Cases, Drums or Tanks...	50 Cubic feet
Linseed	Bags	18 Cwts. Nett
Mica	Cases	50 Cubic feet
Myrabolams	Bags	16 Cwts. Nett
Nux Vomica	Robbins	14 „ „
Ditto	Bags	16 „ „
Nutmegs	Cases	50 Cubic feet
Oil Seeds	Bags	17 Cwts. Nett
Other Oils	Cases, Drums or Tanks.	50 Cubic feet
Pepper	Bags	16 Cwts. Nett
Ditto	Robbins	14 „ „
Plumbago	Bags or Barrels... ...	20 „ „
Poonac	Bundles, Bales or Bags.	20 „ „
Ditto	Broken Bags	17 „ „
Rice	Bags	20 „ „
Saltpetre	Do.	20 „ „
Sandal and Sapan Wood.	... ...	13 „ „
Sandalwood Roots ...	Bags or Bundles ...	13 „ „
Ditto	Loose	13 „ „
Sugar	Bags	20 „ „
Tallow	Casks and Cases ...	18 „ „
Tea	Chests	50 Cubic feet
Timber (all kinds) square Logs or Planks ...	... ...	50 „ „
Ditto Round Logs ...	... ...	50 „ „
Ditto otherwise ...	... ...	20 Cwts. Nett
Turmeric...	Bags	14 „ „
Wheat	Do.	20 „ „
Ditto	Moorag	18 „ „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lb. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Aloes, in bags	20	.....
Do. in boxes	20	.....
Alum	20	.....
Aniseed	8	.....
Arrowroot, in cases	.....	50
Assafœtida, in bags...	20	.....
Do. in boxes	20	.....
Apparel	.....	50
Bark, in bags...	8	.....
Barrilla	20	.....
Bees' wax	20	.....
Betelnut	18	.....
Books	.....	50
Borax or Tincal	20	.....
Do. in cases	.....	50
Brimstone	20	.....
Bullion	at per cent.	
Cake Lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do. in boxes	.....	50
Do. in bags	10	.....
Cassia, all sorts	.....	50
Castor Seed	15	.....
Chillies, in bags	12	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Chillies, in robbins	14	.....
China root in bags	11	.....
Do. in boxes...	.....	50
Chiretta...	.....	50
Cigars...	.....	50
Cloves, in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre, screwed bales ...	.....	50
Do. in bundles and dholls	10	.....
Coriander Seeds	12	.....
Cotton, in bales	.....	50
Do. in Piece-goods	.....	50
Cowries...	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	16	.....
Do. in cases...	.....	50
Fenugreek Seeds	16	.....
Furniture	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts, in shell	12	.....
Do. shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Gunjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips... ...	20	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales...	.....	50
Lac Dye	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....
Metals...	20	.....
Myrabolams	17	.....
Molasses	20	.....

TONNAGE SCALE.—*(contd.)*

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....
Oil, in casks	210 Imperial	Gallons.
Olibanum	18	.....
Paddy, in bags	15	.....
Pease	20	.....
Pepper, in bags	16	.....
Planks and Deals	.....	50
Poppy Seeds	15	.....
Putchuck	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles ...	14	.....
Do. coir, in coils	10	.....

TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Rum, in casks	210 Imperial	Gallons.
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales	.....	50
Sarsaparilla...	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece-Goods	.....	50
Skins	.....	50
Soap, country, in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....
Stick Lac, in cases	.....	50
Do. in bags	16	.....
Sugar, including Jaggery, in bags ...	20	.....
Tallow, cases or casks	20	.....

TONNAGE SCALE—(*concld.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoise shell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, moiety to be chosen by the shipper and moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Sena Leaf.
Wool.
Sarsaparilla.

J. A. BOYSON,
Chairman of the Chamber of Commerce.

MADRAS, 14*th February* 1890.

KURRACHEE CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead-weight except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the net weight delivered.

5. When Cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 „
Annato, in cases	40 feet.	50 feet.
Apparel	40 „	50 „
Arrowroot, in cases...	40 „	50 „
Assafœtida, in cases...	40 „	50 „
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 „	20 „
Barley, in bags	15 „	18 „
Bees' Wax, in cases...	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
Bone meal and Bone dust	To the Ton. 20 cwt.	To the Ton. 20 cwt.
Bones, crushed, in bags †	17 / 15 „ / 14	20 „
Bones, loose	8 „	10 „
Books	40 feet.	50 feet.
Borax, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
*Bran, in bags (pressed)	10 „	.....
Bran, in bags (unpressed)	9 „	.....
Buffalo horns, in bundles	6 „	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes, or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds	40 „	50 „
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars...	40 „	50 „
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 „	50 „
Do. in bags or frazils	8 cwt.	10 cwt.
Coals...	20 „	20 „
Cocoa, in bags	10 „	12 „
Coculus Indicus, in bags	13 „	16 „
Coffee, in cases	40 feet.	50 feet.

* NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½×25 inches.

† As per standards reserved by the Chamber.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee in bags or frazils	12 cwt.	16 cwt.
Coir, in bales...	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils...	40 feet.	8 „
Colocynth, in cases	40 „	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 „	12 „
Do. in bags	.....	12 „
Do. cut, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 „	20 cwt.
Cotton Seed	13 „	14 „
Do. in bales	40 feet.	50 feet.
Cowries, in cases	40 „	50 „
Do. in bags...	16 cwt.	20 cwt.
Cubebs	10 „	12 „
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed...	13 cwt.	16 cwt.
Dates, wet	16 „	20 „
Do. dry	13 „	16 „
Dhall, crushed or split, in bags	17 „	20 „
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 „	50 „
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 „	20 „
Fennel Seed	10 „	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in cases... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ...	12 „	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags...	13 „	16 „
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 „	15 cwt.
Ginger, dry, in cases	40 „	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 „	20 „
Groundnuts, shelled...	13 „	16 „
Do. unshelled	6 „	8 „
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 „	50 „
Do. loose or in bundles...	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose, and in small bundles...	40 „	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 „
Do. Deer, loose	6 „	8 „
Horn Tips, of any kind, and hoofs ...	13 „	16 „
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel Rails	20 „	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jackwood	40 feet.	50 feet
Jaggery	18 cwt.	.....
Jowaree, in bags	18 „	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lac (seed), in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	30 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. do. in bundles or bags ...	8 cwt.	12 cwt.
Musk, in cases	40 feet	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabolams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 „	50 „
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	310 Impl. gals.
Oil, Cocoanut	11 cwt.	.....
Oilcake in cakes, or lumps (in bags) ...	16 „	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....
Rape Seed, Sita, Jamba and other kinds	16 „	.....
Mustard Seed	16 „	.....
Khorassan	16 „	.....
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 „	16 „
Pimento	12 „	14 „
Plumbago, in bags	16 „	20 „
Poppy Seed, in single bags (1½ cwt.) ...	13 „	16 „
Do. do. (1¼ cwt.) ...	14 „	17 „
Do. double bags (1¼ cwt.) ...	14 „	17 „
Do. in bags (1½ cwt.)	14 „	17 „
Rails, iron or steel	20 „	.....
Rattans, in bundles	13 „	16 cwt.
Do. Ground...	13 „	16 „
Red Wood	13 „	16 „
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags...	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales...	40 „	50 „
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 „	50 „
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82 2/7 lbs.	28 Indian maunds of 82 2/7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 „	20 „
Sandal and Sapan Wood	11 „	16 „

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 „	10 „
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 „	50 „
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 „	20 „
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 „	10 „
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 „	50 feet.
Timber, Teak Square Planks and Poon ...	40 „	50 „
Timber, Teak Round (one-fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 „	50 „
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 „	20 „
Unrated wood	11 „	14 „
Whanghees (*vide* canes)	13 „	16 „
Wheat	18 „	20 „
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 „	50 „
Wool, in screwed bales	40 „	50 „
Zedory	16 cwt.	20 cwt.

FREIGHT INWARDS.

Payable in Karachi.

The conversion into Indian Currency of sterling freight inward to Karachi, payable in Karachi, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

Payable in Karachi.

Difference of freight outwards from Karachi stated in sterling payable in Karachi (in absence of any stipulation on the contrary on either the shipping order or Charter Party) shall be converted into Indian Currency at the rate for Bank Bills on London payable on demand. The rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated; an allowance of 4¼ per cent. in the case of sailing ships, and 2½ in the case of steamers, being made as discount to cover cost of insurance and interest, until the due date of the Freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows:—

That shut-out goods be in future charged half import and half export fees under the provisions of rules 3 and 4 published under the Wharfage Fees Act III of 1879.

ANNUAL REPORT.

ELECTION OF CHAIRMAN OF THE CHAMBER FOR 1904.

The annual ballot for the above office took place on 12th and 13th January 1904, and resulted in the election of Mr. C. H. Armstrong, of the firm of Messrs. Lyon & Co.

ELECTION OF DEPUTY CHAIRMAN OF THE CHAMBER FOR 1904.

The ballot for the above office took place on 26th and 27th January 1904, and resulted in the election of Mr. Marshall Reid, C.I.E., of the firm of Messrs. Wallace & Co.

ELECTION OF MUNICIPAL COUNCILLORS.

In accordance with the provisions of the Bombay Municipal Act, the Municipal Commissioner fixed the 4th February 1904 for the election of two Councillors to represent the Chamber in the Municipal Corporation in place of those whose term of office would expire on 31st March 1904.

The Committee accordingly notified Members in the usual way, and the balloting resulted in the election of Mr. C. H. B. Forbes, of Messrs. C. H. B. Forbes & Co., and Mr. D. M. Inglis, of Messrs. Finlay, Muir & Co.

PORT TRUST.

Representation of Chamber.

On the 31st January 1903, the Secretary of the Bombay Port Trust informed the Chamber that the term of office of Messrs. F. Ritchie and H. C. Wright to represent the Chamber on the Board of Trustees would expire on the 31st March 1903. The Committee made the usual arrangements for a fresh election, and the balloting, which took place on the 2nd and 3rd March, resulted in the election of Mr. H. E. E. Procter and Mr.

ELECTION OF NEW MEMBERS.

The following firms were elected during the year, and the number of members at the time of printing this Report was 84 as against 83 at the end of 1902 :—

Messrs. A. I. Mantacheff & Co., proposed by Messrs. W. & A. Graham & Co., seconded by Messrs. Wallace & Co.

Messrs. Shaw, Wallace & Co., proposed by the Agent, Chartered Bank of India, Australia and China, seconded by Messrs. W. and A. Graham & Co.

Messrs. J. A. Begbie & Co., proposed by Messrs. Killick, Nixon & Co., seconded by Messrs. C. Macdonald & Co.

Messrs. Marsland, Price & Co., proposed by Messrs. Latham, Abercrombie & Co., seconded by the Agent, Chartered Bank of India, Australia and China.

The following have ceased to be members :—

Messrs. Kerr, Tarruck & Co., The Bombay Tramway Company, and E. Seymour Hale, Esq.

OFFICE ORGANIZATION.

Joint-Staff Arrangements with Commercial Associations seated in the Chamber's Office.

In 1898 when the late Secretary of the Chamber, Mr. John Marshall, died, the secretarial work of the following Associations was in his hands :—

Chamber of Commerce.
Millowners' Association.
Cotton Trade Association, Ld.
Underwriters' Association.

The present Secretary did not apply for the secretaryships of the two last-named Associations, and these two appointments were given to the gentleman who had been, and continues to be, the Assistant Secretary of the Chamber.

During the period when the work of all the Associations was in the hands of the Chamber's Secretary, there had grown up certain joint-staff arrangements under which clerks nominally employed by one or other of the bodies named did extra work for one or more of the others, and received from them supplementary remuneration.

After the secretarial work of the various Associations became separate, these arrangements have continued in an informal way; but they have been found inconvenient, and the Committee have accordingly come to an arrangement with the Millowners' Association and the Cotton Trade Association, whereby all the work of those Associations that are seated in the Chamber's Office will be placed under the control of the Chamber's Secretary. The Underwriters' Association decided to transfer their business to the firm of Chartered Accountants who act as Secretaries to the Association of Fire Insurance Agents.

In the case of the Cotton Trade Association, Ld., the arrangement came into force on the 1st December 1903, that being the date at which the official year of that Association commences.

In the case of the Millowners' Association, it began from the 1st January, for a like reason.

In each case the arrangement made is on the basis of the Chamber's becoming responsible for the conduct of the secretarial and clerical work of the Associations in return for a lump sum. (*Appendix* B.)

USE OF CHAMBER'S ROOMS.

In consideration of the increased demands for the use of the Chamber's room for the holding of meetings by Public Bodies, the Committee, on the 10th December 1902, resolved that in future a fee of not less than Rs. 30 be paid for each such occasion, the application in every case to be first approved by the Committee.

MEASUREMENT DEPARTMENT.

WORKING IN 1903.

(*See Report*, 1902, *pp.* 58 *and* 366.)

The work of bringing about a general compliance with the more stringent measurement rules instituted in 1901 was in the past year attended by some friction and irregularity such as were recorded in last Report.

It was found necessary to dispense with the services of one of the oldest measurers in the Department, whose bonus had been dealt with on one occasion, whose pay had on another occasion been reduced for some months, and who had been repeatedly warned by Resolution of the Committee to be more careful, one of these warnings being expressly given "for the last time." Two other measurers were also dismissed, the dates of the Resolutions being the 6th and 17th August. A more serious incident was the sudden death, on the 27th July, of a fourth measurer, who had apparently learned that certain serious irregularities in certificates issued by him were under investigation.

In every case it has been found that the irregularities under consideration, whether proceeding from carelessness or intention, would have been prevented if ship-agents and shippers would take their **temporary measurement slips** at time of measurement and subsequently check them against the formal certificates. A series of urgent notices on this subject have been issued; and if ship-agents now neglect a precaution which is essential to the whole system, they do so with their eyes open.

Certain measures, taken with a view to ascertaining whether the repeated notices in question had taken effect, brought to light the facts that there was no real need for the issue of **certificates in duplicate**; that in many cases the duplicate was not wanted or asked for; and that consequently there was a danger that blank duplicates, if not filled up, might be

improperly used. The Committee, therefore, after obtaining from the various steamship lines an expression of opinion confirmatory of their view, directed on the 17th August :—

" That in future only one copy of each measurement certificate be issued, and that the single copy be handed to the shipper, the agent of the steamship company having power to obtain a copy of the same on application to the Secretary. The issue of the Temporary Measurement Slips to continue as at present. That this Resolution be communicated to Members, and that the necessary alteration in Rule XII be submitted for confirmation at the first General Meeting."

The change was made accordingly; and although there were at first two or three complaints from Members who had adapted their organisation to the old system, it is now generally recognised that the change has been a good one both on grounds of simplicity and on account of the removal of risks inherent in the old system.

Rule XII is one of those which can be altered only by the general body of Members. The following Resolution will therefore be submitted at the first General Meeting :—

" That Rule XII, as it at present stands, be deleted and the following substituted :—

" ' XII. Certificates of Measurement shall be issued to shippers and or to ship-agents in such form and in such manner as the Committee for the time being shall from time to time provide.' "

It is thought expedient that the Committee should have power to adapt the form of certificate and the manner of its issue to such circumstances as may arise, and this without convening a Special Meeting of the Chamber or delaying a practical reform.

At present there is no intention of altering the form of the certificate.

The Committee, under the powers conferred by the Rule XII so amended, would then probably enact, in place of the present Order No. 4, a new Order to the effect that—

"4. The Certificates of Measurement issued in conformity with Rule XII shall show :—

(*a*) the date, hour and place of measurement ;
(*b*) the name of the shipper ;
(*c*) the name of the vessel ;
(*d*) the port of destination ;
(*e*) the number and description of packages ;
(*f*) the marks ;
(*g*) the measurement ;

and in the case of goods shipped by boats—

(*h*) the registered number of the boat ;
(*i*) the name of the tindal.

"The Certificates of Measurement shall be issued by the measurers, and shall in every case be signed by the measurer who measured the goods.

"One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper."

In the course of the year an Inspector of Measurers was appointed, his duties being to visit some of the docks or bunders daily and to supervise the working of the Department under the instructions of the Secretary.

From the 1st January 1903 a modification was made in the system, on which the bonus to measurers sanctioned by the Committee on the 9th of July 1902 is paid. The sum available for bonuses to measurers is now a fixed percentage of the receipts instead of a fixed proportion of the salaries paid. Under the new arrangement it is therefore to the advantage of all the measurers that the work of the Department should be efficiently conducted without augmentation of staff.* (*Appendix* C.)

* Measurement of Cotton Bales for Contract purposes, *see* page 167.

THE DEBIT AND CREDIT OF THE MEASUREMENT DEPARTMENT.

A general impression seems to have existed among members and others that the Chamber derives a considerable annual profit from the operations of the Measurement Department. This misapprehension has probably resulted mainly from the form in which the accounts of the Chamber have hitherto been presented in the Annual Report. In the Balance Sheet there shown, it has been customary to charge to Measurement Department only those sums which represent the salaries to measurers and such incidental expenses as printing of certificate forms, etc. It has not been the practice to debit the Department with any sum in consideration of the serious demands made by it upon the time of the Secretary and indoor staff or on account of any extraordinary expenses incurred in the interest of the Department. These facts were pointed out by the Secretary in the beginning of 1901 when the new rules for measurement were being prepared ; but remarks made at the last Annual General Meeting of the Chamber showed that they are not clearly understood by Members outside the Committee.

In the month of August 1903, while certain measures of re-organization were under discussion, the Secretary placed before the Committee a Memorandum showing that, for the reasons stated above, the ostensible profit on the Measurement Department, as shown in the Annual Reports of the Chamber, is deceptive ; that the profits on the working of the Measurement Department are no more than sufficient to cover the loss on the publication of the Chamber's daily, weekly, and monthly Trade Returns, which are issued for the general guidance of the business community ; and that the Chamber's margin is so narrow that the small extraordinary expenditure incurred in law charges in 1902 produced a deficit on the year's working.

The Committee accordingly directed—

(a) That a portion of the general expenses of the Chamber should in future be debited to the Measurement Department in the Annual Balance Sheet.

(b) That the tables hitherto published annually in the Chamber's Report, and which purported to show the financial results of the Department's working, should be omitted from the Reports in future, and that a table in the form submitted by the Secretary should be published in their place.

From a further Resolution arising from this discussion and adopted on the same date, issued a general revision of the Chamber's Trade Returns, with a view to effecting such economies as might be consistent with the full usefulness of those publications. An account of the changes made in the course of that revision will be found in another part of the Report.

MEASURERS AS PUBLIC SERVANTS.

In pursuance of the Committee's determination to bring to justice, so far as possible, every person who should try to induce members of the Measurement Staff to give false certificates, there was occasion to submit to the Chamber's Solicitors the facts of a particular case in which it was hoped that prosecution might be possible. But the Committee were advised, in effect, that the fact of the Measurer's not having accepted the bribe and the circumstance that no act of cheating had, therefore, been consummated were **a bar to Conviction,** while no charge of bribery or of offering a bribe would lie in such a case, seeing that the Chamber's Measurers were not public servants within the meaning of those words as used in the Indian Penal Code. The Solicitors, in communicating this opinion, suggested that an effort might be made to procure the recognition of Measurers as public servants in that sense, and the suggestion appeared to the Committee to be valuable.

They therefore, on the 20th of July 1903, addressed the Government of Bombay in the sense proposed. It was necessary to give a rather full account of the functions of a Measurer and of the system of shipment of goods by measurement. Copies of the revised rules of the Chamber in respect of measurement and copies of the Bombay Tonnage Scale were appended to the letter, and, after recounting some of the difficulties that had been met with in the process of putting a stop to irregularities believed to have existed, it was represented that the functions of a Measurer, employed by the Chamber of Commerce, to ascertain the freight to be paid by one person to another, neither person being his employer, were **virtually those of a Public Servant.** The hope was expressed that the Government of Bombay might see their way to forward the proposal to the Government of India with approbation. No reply has yet been received.

Copies of this letter were transmitted to the other Maritime Chambers of Commerce in India.

Among the Appendices will be found a copy of Section 79 of the Bombay Port Trust Act, VI of 1879, which provides that the servants of the Trust shall be recognised as public servants in the sense contemplated. (*Appendix* D.)

REFERENCES TO THE CHAMBER.

General Notes.

In the course of the year under review, the Committee, as usual, were invited by members and others to express opinions upon a large variety of subjects. In a certain number of instances they were obliged to reply that it was contrary to the practice of the Chamber to express opinions on an *ex-parte* statement of a case that might become the subject of litigation, but that they were prepared to conduct an arbitration if those parties made submission. The Committee is prepared to give an opinion upon perfectly plain questions of **custom,** but they

decline to do so when such questions are complicated by special circumstances, which may or may not be adequately communicated to them.

Another class of request to which the Committee return a uniform refusal is represented by inquiries for **Trade Introductions and Recommendations.** They decline to compromise the position and usefulness of the Chamber in its chief functions by giving information that might be construed as favouring some individuals to the detriment of others, and even when inquiries of this nature come from official sources that command a formal compliance, the Committee can in no case go beyond a circulation of the official letter to members with the information that persons interested therein should communicate direct with the writers.

Inquiries as to matters of **Commercial Fact,** when received from Members, from officials of position, and in some cases from persons not being members, who reside at a point so remote from Bombay that they could not reasonably be expected to be members, are answered in accordance with the information available, but without responsibility. In some other cases the inquirers are referred to the proper source of information.

No opinion is given on **Legal Matters.**

The Committee do not undertake to give decisions as to **Weather Working Days** in regard to the loading and unloading of vessels **in the stream.** Such decisions are given by the Port Officer, for whose occasional good offices in this matter the Committee beg to tender their best thanks.

RULES OF THE CHAMBER—AMENDMENT OF.

(See *Report*, 1902, *page* 698.)

Certain of the Rules of the Chamber have from time to time been found unsuited to present conditions, and shortly before the last Annual General Meeting a careful revision was under-

taken by a Special Committee, whose recommendations with certain modifications were adopted by the general Committee and ratified at the Annual General Meeting held on 11th March 1903. These amendments related both to the General Rules of the Chamber and to those governing arbitrations, and in this year's Report as in that of last year the amendments introduced are printed in italics.

MONTHLY SUMMARY OF PROCEEDINGS.

This publication is now issued to Members in an improved form on small paper and with heavy type to indicate the subject-matter of each paragraph.

TONNAGE SCALE.

MAIZE.

(See *Chamber's Report*, 1902, *page* 72.)

It will be remembered that at the last Annual General Meeting held on the 11th March, the following Resolution was adopted :—

"That the tonnage scale for Maize be altered from 16 "to 17 cwts. to the steamer ton, provided that this scale is "borne out by a test to be forthwith made in Bombay."

The test referred to was made on Tuesday, the 12th March, when the result did not bear out the proposed alteration. Notice was therefore given that for the present the tonnage scale for Maize would remain unchanged.

It will also be remembered that in 1902 some correspondence passed between the Karachi Chamber of Commerce and this Chamber on the subject of the tonnage scale for Maize with a view to bringing the Bombay and Karachi scales into line. The Karachi Chamber had intimated that, after a careful test, they had fixed their scale at 17 cwts. The result of the Bombay test conflicted so seriously with that of Karachi that it was decided to re-test the article at a future date. This was accord-

ingly arranged, and the re-testing took place on the 24th August, the result working out to 16·82 cwts. to the steamer ton. The Committee, however, considering the divergence between this result and those previously obtained, decided, on the representation of several members, not to make any alteration. The tonnage scale for Maize, therefore, remains unaltered at **16 cwts.** (*Appendix* **E.**)

CRUSHED MYRABOLLAMS.

(See *Chamber's Report*, 1902, *page* 697.)

Applications were received from three members to fix the tonnage scale for Crushed Myrabollams, on the ground that the shipment of this article to Europe was becoming more and more frequent. The Committee accordingly arranged for the conduct of a test, and this was carried out on the 26th February 1903, the result working out to **10 cwts.** to the steamer ton. This scale of 10 cwts. was subsequently confirmed at the Annual General Meeting held in March 1903 and added to the schedule with the following foot-note :—

> "This standard is for guidance only. In case of "disagreement either shipper or steamer may claim survey "by the Chamber, which may fix any scale as per "standards, intermediate or otherwise, and that this "alteration be given effect to in the supplements now "being printed for publication with the Report for the past "year. A survey fee of Rs. 30 shall be paid on submis-"sion of the case."

MYRABOLLAM POWDER.

Similarly, applications were received for the fixing of a tonnage scale for Myrabollam Powder. Arrangements were made on the 30th July 1903 to test the article, and the result arrived at was **15 cwts.** to the steamer ton. Pending the confirmation of this scale at the Annual General Meeting of

the Chamber, the Committee recommended that freight transactions for this article should be on the basis of 15 cwts.

Enquiries were received from members and others regarding tonnage scale for various articles, which, not being on the tonnage schedule, are subject to private arrangement between ship and shipper.

DELIVERY OF GOODS
On Sundays and other Holidays.

(See *Report for* 1901, *pp.* 120, 457 ; 1902, *pp.* 51, 312 *&* 697.)

On this subject it is only necessary to record that at the Annual General Meeting of the Chamber, held on the 11th March 1903, at which the Report for 1902 was presented, the Ruling foreshadowed in that Report was unanimously adopted, namely:—

That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the **day previous** to the Sunday or the Charter Party and Shipping Holiday as the case may be.

MONUMENT TO THE LATE MR. JOHN MARSHALL.

(See *Chamber's Report*, 1902, *p.* 137.)

It will be remembered that the Christian Burial Board reported unfavourably on the structural work of the monument to the late Mr. John Marshall. Eventually the sculptor signed an agreement to keep the monument in good order for five years, and on receipt of this agreement the balance of the cost was paid to him.

GRATUITIES TO EMPLOYEES IN 1903.

Rs. 72 granted on the 29th April to Dhondu Bicajee, calliperman, on retirement after 25 years' service. Wages Rs. 12 per mensem.

Rs. 150 granted on the 5th August to the widow of Mr. C. S. Simms, Measurer, whose death is referred to in the chapter dealing with the Measurement Department.

SCALE OF LANDING CHARGES OBSOLETE.

PORT TRUST SCHEDULE SUBSTITUTED.

(See *Report*, 1902, *p.* 698.)

At the Annual General Meeting held on the 11th March 1903, it was resolved that the scale of landing charges hitherto printed with the Chamber's Annual Report was obsolete and should be omitted, and that the Schedule of Port Trust charges at Docks and Bunders should be printed in its stead. Permission for the inclusion of this schedule was granted by the Port Trust by a letter, No. 963, dated 2nd March 1903. (*Appendix* F.)

CHAMBERS OF COMMERCE IN INDIA.

OCCASIONAL CONFERENCE SUGGESTED.

The Committee of the Chamber have often felt, when dealing with matters in which the other Chambers are equally interested, that some hesitancy is introduced into their deliberations by the fact that they do not fully know how the matter in hand is regarded by practical business men elsewhere than in Bombay. They imagine that this condition is not peculiar to Bombay and that its effect in many cases is to prevent the realization of general principles in which all in reality have a common concern. The Chambers of Commerce in India may congratulate themselves upon the extent to which their usefulness and reliability are recognised by Government; but it seems probable that their usefulness and influence could be increased if the separate recommendations of the various bodies were known to be made with fuller appreciation of other than local considerations. It would probably not be possible or desirable to attempt joint action on all occasions or an artificial

reconciliation of trade interests which, under healthy conditions, must to some extent diverge. But in respect of many questions there can be little doubt that Government would lend more attention to a joint representation embodying a spontaneous compromise of interests than to a number of distinct representations, in each of which an important principle was to some extent subordinated to local interest or sentiment. There are other questions, again, in which all might be agreed as to the end to be desired, but in which a slight modification of procedure or terms might prevent the abstention of one or more of the bodies commonly interested.

It was suggested by a member of Committee that an effective concert of opinion upon such large questions might be attained if occasional conferences of the various Chambers of Commerce were instituted, and on the 19th of November a letter was addressed to the Bengal Chamber of Commerce for the purpose of sounding them on the subject. The Bengal Chamber replied in a sense favourable to the proposals, and at the time of printing this Report the details of procedure were under consideration. (*Appendix* G.)

CHAMBERS OF COMMERCE.

Bengal Chamber.

Fiftieth Anniversary.

On the 12th February 1902, the Bengal Chamber celebrated its fiftieth anniversary by giving a banquet in the Town Hall, Calcutta, to which a cordial invitation was extended to this Chamber's Chairman. Owing, however, to his pressing engagements in Bombay about that date, the Chairman was unable to be present, and in communicating his regrets to the Bengal Chamber, he took the opportunity of expressing, on behalf of the Committee, a cordial wish for the continued prosperity and utility of the sister Chamber, and the maintenance of the excellent relations that had always subsisted between the two bodies.

CHAMBERS OF COMMERCE OF THE EMPIRE.

CONGRESS AT MONTREAL, AUGUST 1903.

In November 1902, and again in February 1903, your Committee received, through the London Chamber of Commerce, cordial invitations from the Montreal "Board of Trade" (synonymous with "Chamber of Commerce") to be represented at the Fifth Congress of the Chambers of Commerce of the Empire to be held at Montreal from the 17th to the 20th of August 1903. On each occasion a **circular** was issued to members inviting those who were likely to be in Canada on the said dates to send in their names to the Committee, so that arrangements might, if possible, be made for the representation of the Chamber at the Congress in question. No names were submitted; and in reply to a telegraphic enquiry on the subject from the Bengal Chamber, your Committee replied on the 7th July that the Bombay Chamber would not be represented at the Congress.

A week later a second telegram was received from the Bengal Chamber, stating that the Karachi and Cawnpore Chambers were sending a strong **delegation** who were prepared, at the suggestion of Calcutta, to **represent all India**, if Bombay and Madras agreed.

Seeing that the question of **preferential tariffs** had recently come into prominence and was sure to be discussed at Montreal, your Committee thought it necessary to exercise a caution that might have been dispensed with under ordinary conditions. They, therefore, telegraphed to the Karachi and Upper India Chambers asking who were to represent them at the Congress, and whether such representatives had been given any **mandate upon imperial questions.** From the replies it appeared that no mandate had been given; and in view of the very important and rather contentious questions likely to be discussed, the Committee felt that, before appointing

representatives, it would be well to know what views they would advocate. Unfortunately, pressure of time did not admit of adequate enquiry on this point, and the Committee, in the circumstances, preferred not to be represented. This fact was accordingly communicated to the Chambers concerned, with cordial acknowledgments of the courteous offer of which this Chamber would, in less abnormal circumstances, have been happy to avail itself.

Among the appendices will be found the official text of the Resolutions adopted at the Congress. (*Appendix* H.)

CHAMBER'S PUBLICATIONS.

Trade Returns—General Revision.

(See *Report*, 1902, *pp.* 126 *and* 627.)

It may be remembered that in June of 1902, when the extent of the loss incurred in the publication of the **Import and Export Manifests** was pointed out, a Special Committee, to whom the question was referred, recommended that the issue of these returns should be discontinued. The General Committee considered, however, that the matter was one in which the body of members should be consulted; and, in view of the small response to a circular issued upon the subject, they did not feel justified in taking any action in the sense indicated.

The publications of the Chamber have been added to from time to time, possibly without a corresponding concern to eliminate what had become obsolete or useless; and in August 1903 the whole question of their disproportionate costliness was brought before the Committee in a memorandum designed primarily to show that any considerable increase in the Measurement staff would involve an enhancement of measurement fees or curtailment of the Chamber's publications.

It was apparent to this Committee, as to their predecessors, that the cost of the Import and Export **Manifests** was entirely out of relation to their usefulness; and they accordingly

resolved to give effect at once to the recommendation of the Sub-Committee appointed in 1902 and to abolish these publications. Notice to this effect was issued on the 20th of August; and this notice had the result of inducing some members who relied upon these publications to interest themselves in the matter. A certain number of objections were elicited, and with them various statements of the grounds of objection, which were of service to the Committee in their subsequent overhauling of the whole range of publications. Pending completion of this work, the abolition of the Manifests was postponed, and, in the light of the discussion evoked, it has been possible to modify their form in such a way as will diminish the great loss on their publication without reducing the information given in them. It remains to be seen whether it may be possible to continue their publication indefinitely in their present form.

At the same meeting at which the abolition of the Manifests was tentatively resolved upon, the Secretary was instructed to prepare a full memorandum on the Trade Returns, and this memorandum was considered in detail by all the members of the Committee, along with a full range of the Chamber's thirty-six publications for reference. Each member minuted his suggestions; and when further memoranda on these suggestions had been prepared by the Secretary, a Special Meeting was held at which a long series of specific but tentative recommendations were adopted. These were then worked out one by one, and separate memoranda circulated upon distinct points that arose in the course of their elaboration. In this way, and at the expense of much time and trouble, the Committee have succeeded in producing a set of returns which they believe will not only be less costly than those hitherto issued, but will present the facts of the various trades in a much more systematic and useful manner.

A detailed account of all the changes made would probably be intelligible only to members who were prepared to take a

great deal of trouble; but it may be said that by combining various returns and simplifying others, the Committee have been able to reduce the number of publications from 36 to 29 and to make the whole set more uniform.

The following is a list of the Returns as now issued:—

Daily Arrival Returns.

I. Daily arrivals of cotton, wheat, seeds, &c., as at present, the only change made being in the altered classification or grouping of the stations in respect of cotton.

II. Summary of daily arrivals of produce incorporating certain items from "food-grains."

III. Receipts of the various descriptions of cotton since 1st October in each year, with new classification adopted 1st October 1903 as in daily arrivals.

Daily Trade Returns.

IV. Packages of piece-goods, &c., cleared (condensed).*

V. Goods entered for export as at present.*

VI. Cotton and wool measured for shipment (title alone changed).

VII. List of vessels loading—captain, tonnage and packages omitted, and cotton seed, castor seed, poppy seed, and mowra seed added.

VIII. List of vessels cleared for Europe, &c.—tonnage and packages omitted, and cotton seed, castor seed, poppy seed and mowra seed added.

Shipping.

IX. Arrivals, with tonnage added.
X. Departures do. do.
XI. Vessels loading.
XII. Do. cleared.
XIII. Do. entered Docks.
XIV. Do. left Docks.
XV. Do. in Docks besides those in Loading List.
XVI. Do. in Harbour.
XVII. Do. at sea or expected.

* Including Imports and Exports of Treasure.

Bi-Weekly.

XVIII. Import manifests (condensed in double columns).

XIX. Export do. do. do. do.

Weekly.

XX. Current quotation will show—

Exchange, rates of discount, Government Securities.

Government Paper enfaced (this information hitherto published in the Exchange leaflet formerly issued on Saturdays).

Imports, exports and freight.

XXI. Imports and exports of treasure (in form previously used in dailies).

XXII. Imports of bones, hides and skins, &c., formerly shown in the daily arrival rates.

XXIII. Clearances of cotton, seeds, wheat, &c., to Europe, &c.

XXIV. Export of piece-goods and yarns.

XXV. Export of kerosine oil by sea and rail.

Monthly.

XXVI. Detailed imports from Europe.

XXVII. Movement of piece-goods and yarns (weights omitted and stations grouped).

XXVIII. Summary of same.

XXIX. Statement showing exports from all India of cotton, wheat and seeds. (*Appendix* I.)

ARRIVALS OF COTTON.

New Classification of Descriptions.

It is desirable, however, to make particular reference to the new classification of the various descriptions or growths of cotton as shown in the returns dealing with arrivals. These alterations have been made at the instance of the Bombay Cotton Trade Association, Ld., who, in a letter received while

the Committee were engaged in their task, represented that the old classification was out of date. In effect their contention was that, while the various descriptions of cotton were known by territorial names, they did not come exclusively from the territories to which those names strictly applied. It was therefore submitted that, since the trade designations of the various descriptions of cotton were determined, not by purely geographical considerations, but by similarity or dissimilarity of quality, the classification observed in returns of a purely commercial kind should be based on the same principle.

The Committee recognised these contentions as perfectly sound, and at once gave effect to them from the 1st October, which is regarded as the date at which the new cotton season begins. The letter of the Cotton Trade Association, Ld., will be found among the appendices.

The new classification has, of course, been carried into the daily and weekly summaries of the arrivals of cotton. (*Appendix* J.)

DAILY ARRIVALS OF PRODUCE.

Defective Differentiation between Rapeseed and Mustard Seed discontinued.

Towards the end of 1902 it was pointed out that, in the returns which are compiled from figures supplied by the Railways and Customs authorities, the imports of Rapeseed into Bombay from January to October inclusive amounted to only 94,056 tons, while the exports for the same period were shown at tons 124,478, which, with tons 8,188 shipped from 1st to 18th November and then in course of loading, made a total of 132,666 tons, showing an excess of tons 38,610 Exports over Imports. This was without counting stocks then lying in Bombay, which were estimated at not less than 20,000 tons, while the stocks carried over from 1901 were known to have been comparatively small.

Further, in certain returns received from the Chief Auditor of the G. I. P. Railway, the arrivals of Rapeseed and Mustard Seed together were given at a figure which, when compared with the Goods Superintendent's figures for Rapeseed alone, left a difference of some 42·5 per cent., presumably Mustard Seed, whereas it is known that the Mustard Seed received in Bombay does not commonly amount to more than 5 to 10 per cent. of the conjoint arrivals.

It appeared evident, therefore, that a quantity of Rapeseed was being returned as Mustard Seed, and it was suggested that this arose from the words *Rai* or *Lahi* being taken by the compilers of the Railway statistics as referring to Mustard Seed, while they are, in fact, largely used in the invoices of up-country merchants to designate Rapeseed.

Since it seemed evident that the difficulty of distinguishing between Rapeseed, Mustard Seed, *Rai* and *Lahi*, would, in these circumstances, continue, it was arranged that from 1st January 1903 the Daily Returns supplied by the Railways should show all these descriptions collectively. This is now done, since the absence of differentiation is to be preferred to a differentiation that is positively wrong. (*Appendix* K.)

TRADE RETURNS.

Revision of Monthly Return of Piece-Goods and Twist—B. B. & C. I. Railway.

It was observed that a new classification was adopted by the B. B. & C. I. Railway in their Monthly Return of Piece-Goods and Twist for January 1903, with the result that it would during the current year be impossible to give in detail the comparative figures for last year. A letter was accordingly written by the Secretary of the Chamber to the Agent of the B. B. & C. I. Railway on the 16th May, drawing his attention to the change and inquiring whether any strong reason existed

for it, and, if not, whether he could see his way to revert to the old system. In reply the Agent wrote on the 18th June that the introduction of the new classification was to suit the new system of extracting station to station traffic. As the use of this form for one year would obviate the difficulties of comparison complained of, arrangements would be made to submit for 1903 the information on both the old and new forms.

It will be noted that the form of the return in question has been again recast in the general revision of the Chamber's Trade Returns undertaken in the latter part of 1903. (*Appendix* L.)

TRADE STATISTICS.

Calendar Year to be substituted for Financial Year.

The Government of India have had under their consideration a proposal that the period observed in the statistics of the Trade and Navigation of British India should be altered to that of the calendar year ending the 31st December, instead of, as at present, the twelve months ending the 31st March. It was pointed out that such a course would offer the advantage of furnishing trade statistics in time for the preparation of the Budget, and would also bring the trade statistics of India in line with those of the United Kingdom which are issued for the calendar year. The consideration that the period ending 31st March probably had the advantage of including the whole exports of a season's crops, was, however, alluded to in a letter, dated 26th August, which the Director-General of Statistics addressed to the Committee for the purpose of ascertaining their opinion upon the proposed change. On the 3rd September 1903, the Committee informed the Director-General of Statistics that the proposed change would, in their opinion, be desirable, and that it was assumed the Trade Statistics of Provincial Governments would be modified in the same sense. (*Appendix* M.)

GOVERNMENT TRADE RETURNS OF BOMBAY PRESIDENCY.

Differentiation between Chief Port and Presidency.

(See *Report*, 1902, *pp.* 117 *and* 612.)

It will be remembered that on the publication of the "Yellow Book" of the *Trade and Navigation of the Bombay Presidency* for 1901-02 it was found that the figures for the Chief Port had been merged for the first time with those for the entire Presidency. The Committee addressed inquiries to the other Maritime Chambers of Commerce and learned that a similar change had been made in the figures for Bengal and Sind, and that the view of this Chamber as to the injuriousness of the change was shared by the Commercial bodies in Calcutta and Karachi. Representation was accordingly made, first, to the Commissioner of Customs, and afterwards to the Director-General of Statistics; and the latter official, on the 23rd December 1902, informed the Committee that the matter had been laid before the Government of India.

Nothing further was heard till the 1st August 1903, when a letter was received from the Director-General of Statistics, in which it was apparently assumed that the objection of the Chamber to the curtailment of the Statistics related equally to the Coasting Trade and to the Foreign Trade, whereas a distinction had been expressly drawn by the Committee between these two sets of figures. The Director-General of Statistics made, however, certain proposals in respect of both, which the Committee, by a letter dated 21st August, **approved.** These proposals were as follows :—

(*a*) *In respect of Foreign Trade.*—The statistics of the Presidency Trade to be followed by a table showing articles imported into all ports other than Bombay, where the total value exceeds, in the case of one article, Rs. 10,000.

(*b*) *In respect of Coasting Trade.*—Table of exports from the Presidency of Bombay and its ports to other ports in India.

Column 1.—Article.
„ 2.—Chief Port, that is, Bombay.
„ 3,4,5.—Subordinate ports with trade of at least Rs. 50,00,000 in value.
„ 6.—Other ports.
„ 7.—Total Presidency.

From this table would be omitted from specific entry any article of which the import or export at the port indicated at the head of the column did not reach a value of Rs. 25,000, and entries so omitted from specific entry would be grouped together. (*Appendix* **N.**)

EXPORTS SHIPPED "FOR ORDERS" AND IMPORTS FROM TRANSHIPMENT PORTS.

In their letter to the Chamber, dated Calcutta, the 13th February 1903, the Government of India intimated that it had been brought to their notice that the Government accounts of sea-borne trade were defective in regard to Egypt, Ceylon, the Straits Settlements and Hongkong, the **Exports to Egypt** being exaggerated by the inclusion of cargoes "for orders," whilst the **Imports from Colombo, Singapore and Hongkong** comprised goods from Australia and other countries in the East, which had been transhipped for India. The Government thought it desirable that—

(1) shippers exporting goods "for orders" should be required to furnish information subsequently of the **final destination** of the goods and that the trade accounts should be corrected accordingly; and

(2) that imports from Ceylon, the Straits Settlements and Hongkong should be classified according to the ports of **original shipment** as shown in the Bills of Entry.

The Government of India proceeded to say that, with regard to the second of these proposals which appeared to follow the practice of the Board of Trade, it had been represented that Penang, Singapore and Hongkong are large distributing centres of trade, and that it would, therefore, be difficult to distinguish between transhipments at those ports and transactions which should properly be classed as re-exports of foreign merchandise. It had accordingly been suggested that the Government of India should not attempt to attribute all imports from the countries abovenamed to the countries of original shipment, but should so classify only certain selected articles which were known to pass through Hongkong or the Straits Settlements or Ceylon in transit to India.

The Government of India concluded their letter by requesting the views of the Chamber on the above proposals, and added that if the Chamber approved of the second proposal, as modified in the preceding paragraph, the Government would desire to know to what articles the new system of classification ought, in the Committee's opinion, to be applied.

In reply the Chamber stated, on the 20th February, that the first of the two proposals was desirable, but presented certain difficulties, inasmuch as shippers of goods "for orders" would often be unable to furnish the information specified. Such shipments from Bombay are now understood to be extremely rare, but the Committee are advised that a very considerable proportion of the wheat exported from Karachi is sent to Port Said or Gibraltar "for orders, United Kingdom or Continent." These cargoes often change hands many times before reaching their ultimate destinations, and in the case of cargoes sold on *c. i. f.* terms, the shipper is not concerned to learn where they may ultimately be discharged. This could, of course, be subsequently ascertained ; but the public sources of information on the point are open to Government as to merchants, and the Committee deprecate Government's

requiring merchants to supply information which they do not possess. The second proposal appears to the Committee to be very desirable, and they are disposed to think that it should be easily applicable to all the principal commodities.

The Chamber concluded their letter by drawing attention to the fact that **American drills and sheetings**, when transhipped for India at Liverpool or Continental ports, are not infrequently shown in the import bills and returned by the Customs-house as imports from the United Kingdom or Continent, as the case may be, instead of the United States. The Committee suggested that in this case also measures should be taken to insure that the goods should be ascribed to their true port of origin.

In reply to this communication a further letter, dated the 21st August 1903, was received from the Government of India, announcing that the Government had decided that an attempt should be made to ascertain and record the ultimate port of destination of cargoes shipped to Suez or Port Said "for orders." The Government were unwilling to undertake legislation compelling exporters to furnish information which they are not at present legally required to give, unless it is found that the information cannot be obtained by any other means. They considered that shippers might reasonably be expected to co-operate with the Customs' authorities in this matter, and the Government expressed a hope that the Chamber would use its influence to persuade shippers to furnish any information that might be required in this matter by the Collector of Customs. A further communication was promised regarding imports from Ceylon, the Straits Settlements and Hongkong.

The Chamber, in reply, referred to the difficulty already pointed out, but undertook to co-operate to the best of its ability in a measure that would make for statistical accuracy; and the Government were requested to consult the Chamber in advance regarding **any rules it might be proposed to institute** in the matter. Government, in their letter of the 8th

September, with which the correspondence was closed for the present, promised to keep this request in view.

It should here be noted that in the Trade Returns issued by the Chamber, Exports of Produce to Egypt "for orders" are shown as Exports to Europe which is much more in accordance with fact than is the practice of Government. (*Appendix* O.)

IMPORTS OF TREASURE.

Treasure from China and Australia, when transhipped at Colombo for Bombay, is sometimes recorded in the Customs-house Returns as imported from Colombo. Such a case was detected in January 1903, and the necessary correction was subsequently made in the Chamber's Trade Returns.

INCOME-TAX.

Abolition proposed by the Chamber.

In September 1903, the Chamber received from certain members a letter in which it was represented that the Income-Tax as at present assessed and collected in India constituted a substantial hardship. This was a subject on which a strong opinion was already held by some members of the Committee; and the whole Committee, after full discussion of the question, agreed that the contention was sound. They therefore, on the 15th of October, addressed the Secretary to the Government of Bombay, submitting that the Income-Tax as assessed and collected in India was unjust in its incidence and might fittingly be abolished. The grounds of this conclusion were stated to be—

(*a*) That the success or non-success of trade and industry in India is so largely dependent on climatic conditions, and that those conditions vary so greatly

that the **loss** made in one year may, and often does, **equal or exceed the profit** made in another year, the average being very much less than the sum on which Income-Tax is paid.

(*b*) That there exists in India a very strong and characteristic **aversion to the disclosure** of the amount of individual wealth; and that this aversion, when reinforced by a sense of the injustice inherent in the conditions stated in the foregoing paragraph, leads to extensive **concealment of income** in one section of the community, and to a strong feeling of resentment in the other section, who, paying their dues honestly, perceive that they thereby suffer through the inability of Government to collect its tax with such uniformity as would pave the way to a general remission.

(*c*) That the **tax was instituted to meet abnormal financial exigencies** which have ceased to exist, and that it ought, therefore, in equity to be abolished.

(*d*) That in the case of monies invested in India, but belonging to persons domiciled in the United Kingdom and subject to the **British Income-Tax**, the Indian Income-Tax constitutes **A Second Charge** of this nature. It therefore not only penalises Englishmen resident in India, but retards the introduction of British capital, placing both at a disadvantage compared with native and foreign capital.

The Committee did not think it necessary to expand any but the first of these arguments; but in this connection they submitted in tabular form a hypothetical case, which appears to them to be well within the bounds of probability in a country whose trade conditions vary so greatly and so suddenly, and from which it appeared that over a period of

ten varying years the amount of Income-Tax levied would represent ten per cent. of the total income earned. It was, the Committee submitted, not merely irritating, but wrong in principle, that a tax ostensibly of 2½ per cent. should amount to ten per cent. or more, and should do so with the greater probability when heavy losses had diminished the power of the assessee to meet the charge. Although the injustice done was doubtless no justification of concealment of income, it was certain to induce it and, humanly speaking, **went as near to constituting an excuse for evasion as any enactment could go,** while this evasion, which was a direct product of the law, restricted the Income-Tax Revenue and so debarred those who honestly declared their income from all hope of a reduction.

In conclusion, the Committee submitted that Government had a serious **moral responsibility** in the matter, and that if the conditions under which the Income-Tax had been instituted were such as precluded its administration in a manner consistent with justice and with the encouragement of integrity, it would be well to abolish it. Allusion was made to the fact that in the ten years 1891-92 to 1901-02 the average nett Income-Tax Revenue was about Rs. 1,78,00,000, while in the year 1900-01 it was Rs. 1,93,34,590; and it was stated that while the Committee had welcomed the Resolution of Government to devote to a remission of the Salt Tax the surplus of the last official year, they submitted that the abolition of the Income-Tax should be a first charge upon the large surplus which was to be foreseen in the current year.

By a telegram published in the local press of the 21st December the Committee learned that the Madras Chamber of Commerce were then addressing Government in much the same sense. (*Appendix* **P.**)

PRICES.

(See *Report*, 1902, *pp.* 78 *&* 105.)

Indian Index Numbers.

In reply to an enquiry from an up-country correspondent the Committee stated that they had no knowledge of any collective index numbers published by the Government of India, but that the material for such numbers would be found in the annual Blue-Book entitled "Prices and Wages." The following Indian Index Numbers recently given by Mr. Barr Robertson, in a paper read to the Society of Arts in London, relate to ten leading commodities of export from Calcutta (the prices of 1873 being taken as 100), and were communicated with the statement that their correctness had not been checked by the Chamber :—

1892	... ...	112	1898 97
1893	... ...	120	1899 90
1894	... ...	114	1900 108
1895	... ...	110	1901 108
1896	... ...	108	1902 107
1897	... ...	114	

As a matter of fact, the correctness of Mr. Robertson's figures has been the subject of controversy.

WHEAT PRICES.

The course of Retail Prices of Wheat as given by the Director-General of Statistics has been recorded in the reports for the last two years, and is here brought up to date :—

Seers to the Rupee.

		Panjab.	United Provinces.	Central Provinces.	Bombay.
March	1894	23·88	16·19	18·06	13·12
"	1895	21·62	15·19	14·56	14·56
"	1896	14·25	12·25	13·88	13·37
"	1897	8·25	8·88	9·0	7·75
"	1898	14·37	12·94	11·19	9·56
"	1899	17 5	17·19	15 0	12·94
"	1900	11·81	12·31	9·44	7·62
"	1901	11·25	10·5	8·87	8·18
"	1902	15·56	14·31	12·75	9·19
May	1902	15·7	14·39	13·07	8·97
"	1903		Not ready.		

FREIGHTS.

Movement since 1871.

Rates of Steamer Freights via Suez Canal to London from Calcutta and Bombay from 1871 *to* 1892 *in Shillings and Decimals thereof.*

Minimum Rates in March of each year.

	From Calcutta (per ton).					From Bombay (per ton).	
	Rice.	Wheat	Jute.	Linseed.	Tea.	Wheat & Seeds.	Cotton (to Liverpool).
1871 ...	85· 0	...	...	95·00	102·50	...	...
1872 ...	57·50	...	85·00	75·00	100·00	30·00	47·50
1873 ...	60·00	...	...	75·00	77·50	40·00	56·25
1874 ...	60·00	62·50	77·50	70·00	90·00	35·00	55·00
1875 ...	35·00	35·00	52·50	57·50	70·00	35·00	37·50
1876 ...	45·00	45·00	40·00	47·50	50·00	35·00	37·50
1877 ...	62 50	62·50	50·00	60·00	60·00	40·00	41·25
1878 ...	25·00	25·00	35·00	35·00	50·00	27·50	22·50
1879 ...	32·50	32·50	42·50	30·00	60·00	20·00	20·00
1880 ...	47·50	47·50	55·00	60·00	50·00	25·00	35·00
1881 ...	45·00	45·00	47·50	50·00	55·00	25·00	35·00
1882 ...	50·00	50 00	55·00	55·00	57·50	30·00	30·00
1883 ...	50·00	50·00	50·00	55·00	47·50	32·50	31·25
1884 ...	22·50	22·50	30·00	30·00	32·50	20·00	18·75
1885 ...	32·50	32·50	40·00	40·00	45·00	22·50	27·50
1886 ...	23 75	25·00	30·00	30·00	45·00	15 00	18·75
1887 ...	27·41	27·50	27·50	28·75	50·00	17·50	21·25
1888 ...	30·00	30·00	30·00	31·25	50·00	17·50	18·50
1889 ...	33·75	35·00	37·50	42·50	52·50	27·50	30·00
1890 ...	30.00	30·00	32·50	33·75	52·50	25·00	26·25
1891 ...	32 50	32·50	35·00	35·00	50·00	22·50	22·75
1892 ...	22·50	22 50	25·00	25·00	45·00	19·00	19·00
1893 ...	15·00	15·00	17·50	17·50	25·00	14·0	15·00
1894 ...	27·50	27 50	32·50	28·75	42·50	21·25	22·50
1895 ...	15·00	15·00	20·00	17·50	32·50	17·00	17·00
1896 ...	15·00	11 25	17·50	16·25	52·50	14·00	13·50
1897 ...	15·00	15·00	18·75	17·50	27·50	11·00	12·50
1898 ...	20·00	20·00	22·50	20·00	37·50	17·00	17·00
1899 ...	22·50	22·50	25·00	25·00	37·50	17·50	18·00
1900 ...	22·50	22·50	27·50	25·00	41·25	18·75	19·00
1901 ...	20·00	20·00	22·50	22·50	35·00	14·00	14·00
1902 ...	20·00	20 00	22·50	22·50	36·25	14·50	14·25
1903 ...	15·00	15·00	17·50	17·50	31·25	15·50	15·50

PRICES & CHARGES—WHEAT & SEEDS.

In Bombay, Liverpool and London on 1st May 1903.

At the request of the Director of Land Records and Agriculture, United Provinces of Agra and Oudh, the following quotations were ascertained and communicated to him on the 6th May:—

1. Price per maund of 82⅔ lbs. in Bombay for United Provinces Wheat.	White Delhi Wheat, Rs. 4-6-0 per cwt. = Rs. 3-3-5 per maund of 82⅔lbs.
Refraction.	6 %
2. Price of Wheat in London per maund of 82⅔ lbs.	No quotations.
3. Price of Linseed and Rapeseed in Bombay per maund of 82⅔lbs. Linseed.	Linseed, Bold, Rs. 7-2-6 per cwt. = Rs. 5-4-1½ per maund of 82⅔ lbs.
Refraction.	4 %
Rapeseed	Rapeseed, Yellow Cawnpore, Rs. 5-14-0 per cwt. = Rs. 4-5-0¾ per maund of 82⅔ lbs.
Refraction.	3 %
4. Price of Linseed and Rapeseed in London per maund of 82⅔ lbs. Linseed.	Linseed, Bold, 41*s.* per quarter of 416lbs. = 8*s.* 1¼*d.* per maund of 82⅔lbs. = Rs. 6-0-2.
Refraction.	4 %
Rapeseed	Rapeseed, Yellow Cawnpore, 34*s.* per quarter of 416lbs. = 6*s.* 8¾*d.* per maund of 82⅔ lbs. = Rs. 4-15-10.
Refraction.	3 %
5. Sea freight to London and Liverpool on Wheat and Oil Seeds per ton.	To London, 14*s.* per ton of 16 cwt. Linseed and Rapeseed = 7¾*d.* per maund of 82⅔ lbs. = 7 as. 8 pies. To Liverpool, 14*s.* per ton of 18 cwt. Wheat = 6¾*d.* per maund of 82⅔lbs. = 6 as. 8 pies.
6. Rate of Exchange	3 months' documents 1-4 5/8.
7. Incidental charges account proximately per maund of 82⅔ lbs. in London and Bombay.	*Bombay.* 4 as. per md. *London.* 3⅛ as. per md.

CURRENCY NOTES.

Popularisation.

(See *Report*, 1901, *pp.* 107 *and* 317; *also* 1902, *p.* 8.)

It may be remembered that in addressing Government on the subject of possible measures for the popularisation of currency notes, the Committee, in 1901, suggested that Government

might give general currency throughout India to notes of low denomination. It was also recorded in last year's Report that the Committee, having heard that these matters had been the subject of deliberation by a Government Committee, applied, in February 1902, for a copy of the Report of that body, and were informed that such deliberations as had taken place were informal and that no Report had been prepared.

On the 13th March 1903 an Act (No. VI of 1903),—Indian Paper Currency (Amendment) Act, 1903,—was passed giving in effect such **general currency throughout India to notes of five rupees.** The Act specifically provided that such notes should be

LEGAL TENDER FOR PAYMENT OF REVENUE,

upon which point (*see* Report for 1900, p. 79), the Chamber had addressed an inquiry to Government in February of 1901. The text of the Act will be found in the *Gazette of India* of 21st March, 1903, Part IV, p. 69.

SUB-CIRCLE NOTES.

PROPOSED WITHDRAWAL OF PRIVILEGES.

The Committee received, through the Government of Bombay, a letter of the Government of India, dated 14th May, regarding a proposal to withdraw the privileges attaching to sub-circle notes under Section 17 of the Indian Paper Currency Act, XX of 1882, as amended by the Indian Paper Currency (Amendment) Act, VI of 1903. In that letter, which will be found among the Appendices, the Government of India give their views at length in the matter. It is their opinion that the use of currency notes for remitting funds from one province to another should be discouraged. They proposed, therefore, to **restrict the use of notes exceeding** Rs. 5 in value to the localities in which they really circulate as money and are legal tender; and, further, to introduce a system of **Treasury Transfers** between sub-circle

offices and Presidency towns, whereby Government would undertake remittances of funds at the lowest possible charge. The reasons which Government advance for their proposed action in this matter are : (*a*) that the present system throws on the Government, and therefore on the general tax-payer, the cost of **transporting rupees** over long distances in order to provide for the encashment of notes that have been taken out for remittance. They observe that a special feature of the export trade of India is the periodic demand for rupees up-country to finance a particular crop of industry. When the temporary activity is over, the rupees become locally redundant and the traders desire to remit them to Presidency towns. Instead of transporting specie or bills of exchange, they take out large sums in currency notes from the sub-circle of issue and remit them to the Presidency towns, the Government having to bear the cost of sending the rupees by rail to meet the notes on presentation ; (*b*) the notes being payable at two places, Government has to **maintain double reserves** of cash ; (*c*) the cost of providing **rupees in any locality** for the purpose of financing a particular trade is a proper charge to the trade and ought not to be met from general revenues ; (*d*) notes employed solely for remittance are **diverted from their proper use** as money and do not increase the general circulation of paper currency.

The letter concluded by stating that it was not proposed to withdraw any of the privileges for the encashment of foreign circle notes at present allowed to *bonâ fide* travellers or to the general public, and the recent extension of the convertibility of the five-rupee note would facilitate the movement of small sums between one circle and another.

The Committee, in their reply dated 1st July, acquiesced in the general principle that the **primary functions of a Paper Currency** do not include the employment of notes for

remittances of such dimensions as impose on Government the cost of transporting specie, and that Government would be within its right in refusing to bear in perpetuity any charges that might be so imposed on it. With reference to **Treasury Transfers**, the proposals of Government would probably be found to compensate for the abolition of the sub-circle notes; but the Committee desired to say that the rates should not in any case be less than the real cost of moving coin. They found it more difficult to speak with confidence regarding the **expediency** of making a change which they recognised as being equitable in principle. It appeared to the Committee that the existence of a sub-circle note pre-supposed its use for remittance purposes, and it seemed fairly evident that such notes came into existence to serve the very purpose for which it was proposed now to disqualify them. The sub-circle notes on this side of India were very largely used for remittance purposes by small native traders, and it could scarcely be doubted that everything that tended to familiarise the people with notes promoted their ultimate acceptance as a current medium of exchange. With reference to the extension of the convertibility of the **five-rupee note**, the Committee believed that such extension was granted on the assumption that five-rupee notes would not be largely used by merchants for remittance purposes, and that therefore the concession would not subject local treasuries to the risk of an excessive and sudden call. It was on this express assumption that this Chamber, in their letter dated 30th November 1900, originally had the honour of suggesting that notes of low denomination might be given general currency. But while the proposed facilities in respect of Treasury Transfers might doubtless be used by the great European houses, it seemed less certain that the withdrawal of the sub-circle privileges might not, so far as native dealers were concerned, entirely upset the assumption in question, induce them to use the five-rupee note for

remittance purposes, and so expose a local treasury to a risk possibly greater than that attending the existence of the sub-circle note.

The Committee were favoured with copies of letters from the Bengal and Upper India Chambers of Commerce to Government on this subject, which will be found in the Annual Reports of those bodies. Both Chambers, it might be mentioned, are opposed to the suggestions and proposals of Government. *(Appendix* Q.)

CIRCULATION OF FALSE COINS.

During 1903 an impression gained ground among the public that false coinage was being carried on in India to a considerable extent. No very definite grounds can be assigned for this impression except the probabilities created by the enhanced value of the rupee. The Annual Report on this subject stated that in the last twelve months the number of false rupees discovered at the Treasuries was some 12,000 in excess of those in the previous year, while in five years the total number had risen from less than 20,000 to upwards of 60,000. But since it was known that the scrutiny to which coins are now subjected in the Treasuries is much more searching than before, it is impossible to argue anything from the figures shown.

At the instance of certain members the Committee, in September last, issued to the Banks a circular asking the following questions :—

1. "Whether it is your experience or the experience of "your shroff that among coins received from the "Currency Office (*a*) shortages and (*b*) spurious or "mutilated coins are frequently found."
2. "Whether it is in your knowledge that the coins "composing remittances received at Treasuries, especi- "ally Head Treasuries, are examined and scrutinised."
3. "Whether spurious and mutilated coins are eliminated "and replaced by good coins."

Most of the replies alluded to the existence of an unspecified proportion of false coins in the currency.

Mr. Fawcett, Deputy Inspector-General of Police, Thagi and Dakaiti Department, on special duty in connection with coinage, visited Bombay, and had an interview with the Chairman on the subject. But the Committee could not see how they could help him in the matter, and on the 30th October wrote to him to this effect, expressing at the same time their satisfaction at Government's vigilance and the conviction that the Police were the right authority to deal with the problem.

ASSOCIATED EXCHANGE BANKS' RULES.

Correct Day for Delivery of Bills.

Early in May, a letter was received from a firm, members of the Chamber, bringing to the notice of the Committee a question that had arisen between them and one of the Banks, with reference to the delivery of bills against a forward bill-contract. The firm requested a ruling of the Committee, as they considered the matter of some importance, and they feared there was little probability of their coming to an equitable understanding with the Associated Banks on the point. The facts were as follows :—By a contract passed on the 15th April the firm had sold to the Bank £20,000 clean bills for delivery "April." A portion of this amount was delivered on the 24th and the remainder on the 30th April, the firm claiming that they thus clearly performed their part of the contract. The next Mail was due to sail on the 2nd May. The Bank, however, claimed to charge one day's interest at Bank of Bombay rate on the plea that the bills were deliverable only one day before Mail day. The firm protested against this claim, and maintained that if any days intervene between the last Mail day in the month and the end of the month, delivery should be taken without penalty on those days. They urged that the

days in question belonged to the month in question, and consequently that delivery on one of them was in accordance with contract. They added that Rule 2, Clause 2, of the Associated Banks' Rules, is presumably meant to cover such cases as that of a seller pressed for cash and wishing to realise before his money is really due. An application of this rule to the case under notice was tantamount, in the firm's opinion, to a declaration by the Bank that there are only 24 days in the month of April.

A majority of the Committee were of opinion that, although the firm had fulfilled the contract, the Bank were within their rights in charging one day's interest. It was furthermore pointed out that in making this charge the Bank was supported by a custom which has obtained at this port for many years, and which is well known to both Bankers and Merchants. (*Appendix* R.)

N.B.—A copy of the Resolutions agreed on by the Associated Exchange Banks, with amendments up to 8th May 1903, will be found among the Appendices for reference. These Resolutions are not recognised by the Chamber as having the force of Rules for persons dealing with the Banks in question.

REGISTRATION OF PARTNERSHIPS.

(See *Report*, 1879-80, *pp.* 33 *and* 325.)

At the end of 1902 the Committee received from the Bengal Chamber the draft of a Bill for the compulsory Registration of Partnerships. This Bill was found to be in the main founded upon a similar Bill prepared by the Bombay Chamber in 1880, and ultimately abandoned, for reasons stated in the Report for that year. As most Members probably have not the said Report at hand, the following extract is re-printed:—

> "The result of the application made last year to "Government for a legislative enactment for the com- "pulsory registration of partnerships was that Govern-

"ment invited the Chamber to submit a draft Bill "embodying, within certain limits, the provisions which "the Chamber would wish to see enacted on the subject. "A draft Bill was accordingly prepared by Messrs. "Craigie, Lynch and Owen, the Chamber's Solicitors, "and forwarded by them to the Chamber, along with "their letter dated the 10th February last. The draft "Bill was considered by your Committee, aided by Messrs. "Sorabjee Shapoorjee Bengalee and S. Solomon, and, as "amended by that Committee, is appended to this Report. "Messrs. Craigie, Lynch and Owen, in their letter of the "10th February, pointed out some of the practical "working difficulties in the way of the proposed legislation. "One effect of the Bill, they observed, will be to "require the registration of every trading partnership in "Bombay, from the partnership of the most eminent "firms down to that of the humblest native dealers. We "believe that the mass of petty native dealers in the "bazaar either carry on business in partnership or in "names other than their own, and that the case of a "dealer carrying on business in his own name is more or "less exceptional. To the class of dealer referred to it "will be startling in a high degree, if not a positive "hardship, to find that, unless his partnership and every "change from time to time therein be registered, he is "to labour under the grave legal disability of being "unable to sue his debtors in the High Court or the "Court of Small Causes, etc."

"The incidence of the proposed Act would, then, have "fallen upon classes whom it was never contemplated to "bring within its operation, and your Committee were "inclined to think that, on this ground alone, Govern- "ment would simply inform the Chamber that such an "Act is impracticable."

"While, however, your Committee could not accept "the principles on which the Bill prepared by the "Chamber's Solicitors was based, it occurred to them "that possibly a simpler and equally efficacious mode of "dealing with the question would be to make a man "responsible under heavy penalties for the *bonâ fides* of "his signature when it indicated that others besides him-"self were included. They thought it would be unfair "that a man who signed a firm might be called on to "give the names of all those who were represented by "the signature, and in case he refused or failed to do so, "or gave untrue information, that he should be liable to "punishment more or less heavy. This would leave the "matter entirely in the hands of merchants themselves, "and it would only be in case of a man refusing to give "a reply, or doing so improperly, that he would be liable "to penalties—in the first case possibly by fine, in the "second place by a punishment as heavy as is inflicted "on forgers. They therefore submitted this proposal to "the Solicitors of the Chamber, and desired their opinion "on the points whether there already existed any Act to "which clauses to meet the case could be added, and "whether the suggested plan would be calculated to "meet the difficulties which must be tackled."

"From the opinion of the Chamber's Solicitors on "these points, dated 22nd May 1880, it was evident that "the plan suggested could not be put into workable "shape.

"Your Committee gave long and careful consideration "to the subject, but they regret that they were unable to "bring forward a scheme which they could recommend "the Chamber to adopt. It seemed to your Committee "that the present Bill might reasonably be objected to "on the following grounds, *viz.* (1) the machinery

" required to work it; (2) its local character, and (3) its " incidence on classes which it is quite unnecessary to " meddle with, and that Government would in all prob- " ability reject the Bill as unworkable.

" A Memorandum to the above effect and all the " papers on the subject were circulated to the members " of the Chamber, and the question, of which due notice " had been given, was considered at a Special General " Meeting of the Chamber held on the 3rd August last. " At this Meeting the following Resolution was carried :—

" That the Committee be instructed to inform Govern- " ment that the practical working difficulties which have " appeared in drawing up the Bill for the registration of " partnerships have been so many and so great that they " must for the present withdraw their request for an Act " for the purpose."

When the matter came before the Committee in 1903, there was some difference of opinion as to whether any material change had taken place in the conditions that led their predecessors in 1880 to abandon the advocacy of what was virtually the same Bill. But the matter was obviously of the greatest importance, and a strong Special Committee was appointed, with Mr. C. B. Lynch, of Messrs. Craigie, Lynch and Owen, as legal Member and Mr. Narandas Purshotamdas as representing Native Merchants. Mr. Lynch had drafted the Bill for the Chamber in 1879-80, and it was of the greatest possible advantage to them to obtain his assistance. Mr. Lynch took an infinity of trouble, first, in preparing elaborate notes upon the various sections of the Bill, and afterwards in discussing with the Committee the points involved; and the Committee desire to express their indebtedness to him.

The text of the draft Bill will be found among the appendices. In a parallel column to the left side of the page are notes relating to the Bombay Chamber's Bill of 1880. On the opposite pages, also in parallel columns, are (*a*) Mr. Lynch's remarks on

the various sections, and (*b*) his suggestions. Following each of these suggestions and in black type will be found a note of the final recommendation of the Committee in respect of it. Passages and words in the draft Bill which the Committee desire to strike out are printed in very small type. It is impossible to summarise such detailed recommendations ; but the general sense of the Committee upon the proposed legislation will be gathered from the terms of the letter which the Committee addressed to the Bengal Chamber of Commerce under date the 3rd March 1903 when forwarding a copy of the draft Bill in question, collated and annotated as it now stands in the appendices to this Report. In the letter alluded to, it was stated that there was practical unanimity as to the usefulness of any measure by which an effective registration of partnerships not attended by cumbrous procedure could be brought about. But simplicity of procedure was difficult of attainment in a community as heterogeneous as that of India ; and the Committee desired in this connexion to make specific reference to the complex problem presented by the system of partnership constituted by the "**Hindu undivided family.**" In such a family every child from birth acquires a share in the common property, and the prompt registration of every birth and death in such a family would be extremely troublesome. The Committee were of opinion that the Bill should be made applicable to Delhi, Cawnpore and Amritsar in addition to those at present named in the Preamble and in Sections 3, 4, and 21. The letter concluded with detailed references of the recommendations of the Committee. (*Appendix* S.)

REGISTRATION OF BOOKS OF ACCOUNT PROPOSED.

(See *Report*, 1901, *p.* 132.)

It will be remembered that the Committee, in dealing with the subject of Insolvency Procedure and the Proof of Debts by

creditors of Insolvent Estates, addressed to the Official Assignee a letter, dated 11th July 1901, and submitted, as one of the specific proposals, the following :—

> "That only such books should be recognised for the "purposes of your department as have been registered, "paged and stamped for a very small fee by a Govern- "ment officer appointed to that effect (as is done on the "Continent of Europe) and filed in your office intact. "It should also be insisted upon that the Cash Book at "least should be found to have been booked up to date."

This recommendation, as was evident from its context, related really to Native Books of Account, but this was, perhaps, not made sufficiently clear. In July 1903, Mr. Patell, a Judge of the Bombay Court of Small Causes, moved Government in a like sense; and it will be noticed that in his letter, which will be found among the Appendices, the same ambiguity exists; for whereas, in the beginning of his third paragraph, he makes it evident that what follows applies only to "chopdas," the fact was not expressly stated, and some misapprehension as to the scope of the proposal has resulted. These facts were alluded to in the Chamber's letter to Government, which, in response to an official request for an opinion, expressed approval of the proposal so far as it related to "chopdas," but contended that no useful purpose would be served by requiring the registration of books of the regular bound form, which in itself gives a very substantial measure of security against fraud. (*Appendix* T.)

TRADE MARKS.

Proposed Registration in India.

(See *Reports*, 1877, *p.* 33; 1884, *pp.* 159, 418.)

In October, the Committee received through the Government of Bombay a copy of a letter from the Government

of India, No. 5971 S. R., dated the 29th September, with accompaniments, relating to a renewed proposal to institute in India a system of registration of trade marks similar to that in the United Kingdom. The letter of the Government of India stated the position succinctly as follows :—

In 1877, the Millowners' Association and the Chamber of Commerce, Bombay, suggested the introduction of a Bill to provide for the registration of trade marks in India. A Bill giving effect to this suggestion was accordingly introduced, but was subsequently withdrawn on the recommendation of the Association and the Chamber, who, upon consideration, were of opinion that it was inadvisable to legislate. The question was again raised in 1884 and 1888, but, after inquiry, it was decided that no action should be taken.

In 1891, the suggestion was again made, but after consulting the Local Governments and the Chambers of Commerce the Government of India decided that it would be inexpedient to legislate, as the mercantile community generally was opposed to such a measure. The Government of India were of opinion that this opposition was apparently based upon the belief that the provisions of the existing law as embodied in the Indian Penal Code, the Sea Customs Act, and the Merchandise Marks Act, were sufficiently comprehensive to afford protection to the legitimate user of trade marks. It was now urged, on behalf of certain English manufacturers, that legislation should be resorted to for the better protection of trade marks, and that this legislation should follow generally the lines of the English enactment. It was requested that the Government of India might be favoured with the opinion of the Chamber on this proposal.

The Chamber had already been watching the progress of the movement at home ; and on receipt of the Government of India's letter gave their most careful consideration to the papers before them. There appeared to be complete unanimity

in the opinion that the existing provisions of the law for the protection of trade marks in India were adequate and that no registration on the rigid lines adopted in the United Kingdom, where registration of a new trade mark for piece-goods is now most difficult, would be practicable. It appeared to the Committee that a fundamental difference of principle underlay the law of the two countries in this matter. In Britain, the law is, in its effect, analogous to patent law and aims at securing to a manufacturer the profits of a business created by him. The Indian law, on the other hand, is avowedly designed to protect the buyer from having imposed on him goods different from those he desires to purchase. It was a question of fact whether or not a buyer in a particular market in a particular part of India would be misled by the application of a certain trade mark to goods offered in that particular market, and it depended entirely on whether the said trade mark had in that market been habitually associated with the merchandise of a particular manufacturer. The Committee were of opinion that it would be impossible to devise any system by which the users of trade marks could at the present time be relegated and restricted, otherwise than by use and custom, to particular regions or territories in their use of such trade marks. They believed it to be certain that if any such legislation were attempted, its prime effect would be to induce many persons into error and to provoke an incalculable amount of litigation and trouble. These views were embodied in a letter to Government, dated 6th November ; and it was added that the dissatisfaction that existed on the subject of the measure of protection afforded to trade marks under the present law, was not due to any defect inherent in that law, but to the inordinate **delay, expense and trouble** attending litigation in such cases in the **Mofussil Courts.** It appeared to the Committee that the institution of such registration as existed in theory at home would, so far as it became effective, conduce

not to the expedition, but to the multiplicity of such cases. They considered that the true remedy lay in the concession of precedence in the Mofussil Courts to all cases of this nature, and they begged that Government might be pleased to consider the expediency of making this concession. (*Appendix* U.)

CIVIL PROCEDURE CODE, REVISION OF—

(See *Report*, 1902, *pp.* 90 *and* 534).

The Bill to Amend the Law relating to Civil Procedure was to have been introduced in the Calcutta season 1903-04; but in November it became known that, for reasons not stated, it was likely to be held over.

REGISTRATION OF MORTGAGES.

(See *Chamber's Report*, 1902, *pp.* 4—5.)

In the Report quoted above, reference was made to a representation addressed by the Bengal Chamber of Commerce to Government on the necessity which existed for the amendment of the law bearing on the Registration of Mortgages. It was suggested that the Government of India should take the matter into their consideration, with a view to making such amendments of the Registration Act and the Transfer of Property Act as might be necessary to provide that **presentation** for Registration and not execution should in all cases where registration was compulsory **give priority** to deeds.

In the reply sent to the Bengal Chamber, under date 30th September 1903, it was stated that the Governor-General in Council, as then advised, did not think it desirable to undertake legislation in the direction indicated.

It was, however, added that the matter would again receive the attention of the Government of India when the Indian Registration Act, 1877, next came under revision.

PROBATES AND LETTERS OF ADMINISTRATION.

BILL TO EMPOWER DISTRICT JUDGES IN CERTAIN CASES TO GRANT PROBATES OF WILLS AND LETTERS OF ADMINISTRATION HAVING EFFECT THROUGHOUT BRITISH INDIA.

The object of this Bill (which was passed into law on 20th March 1903) is to empower District Judges in certain cases to grant probates of wills and letters of administration having effect throughout British India. As the law originally stood, probates and letters of administration having effect throughout British India could be granted only by a High Court or a Chief Court, and this restriction had been felt to be a hardship to the relatives of persons dying in up-country stations. It was proposed, therefore, to attach to the grant of probate or letters of administration by a District Judge the same territorial currency as that which is attached to a grant made by a High Court or Chief Court, but subject to the restrictions (1) that the deceased at the time of his death had his fixed place of abode situate within the jurisdiction of the District Judge, and (2) that the Judge certifies that the value of the property affected, beyond the limits of his province, does not exceed ten thousand rupees.

The Karachi Chamber of Commerce, in a letter addressed to the Government of India under date 7th March 1903, pointed out that High Courts and the Chief Courts of the Punjab and Lower Burma alone had the power of granting letters of administration having effect throughout India, and as the law then stood, the representative of any person dying in Karachi was compelled to take out probate or letters of administration not only in Karachi, but also in Bombay or Calcutta before investments outside Karachi could be operated upon, thus causing expense to the widow or other representative of the deceased. The Committee of the Karachi Chamber further

expressed the opinion that the restricted powers which it was proposed to confer on all District Courts were quite inadequate for a city like Karachi, with its large and continuously increasing population, and they, therefore, strongly supported the representation of the Public Prosecutor for Sind, who had addressed the Government of India separately on the provisions of the proposed measure, in his contention that the time had come when the privilege pertaining to the Courts mentioned should be extended to the Sadar Court of Sind. The Public Prosecutor for Sind pointed out the very different position Karachi now occupied as compared with the time when Act II of 1877 became law, and the Karachi Chamber expressed the hope that the amendments proposed by the Public Prosecutor for Sind and supported by that body would receive the careful consideration of the Government of India.

The Committee of the Bombay Chamber, on the suggestion of the Karachi Chamber, addressed the Bombay Government on 24th March 1903, supporting the recommendations of the Public Prosecutor for Sind, and expressing the hope that His Excellency the Governor in Council would be pleased to commend the proposals to the favourable consideration of the Government of India.

The Committee are pleased to say that the proposals referred to were adopted by the Government of India and subsequently incorporated in the enactment, an intimation to this effect having been conveyed to the Chamber by the Government of Bombay under date 5th May 1903. (*Appendix* V.)

CUSTOMS.

An Imperial Customs Service for India advocated.

Members who have acted on the Committee of the Chamber or who have kept themselves in touch with its transactions

are aware how frequently the working of the Customs Department has demanded attention. The department is controlled by members of the Indian Civil Service, as able a body of public servants as are to be found in any country; but the fact is that modern conditions and the greater expedition they demand render it quite impossible for the ablest men in the world to acquit themselves with equal credit in all the fields with which the Indian Civilian is expected to be familiar. As His Excellency the Viceroy said at the dinner given by the Bengal Chamber of Commerce in celebration of its fiftieth anniversary: "After an experience of four years in this country, I do not hesitate to say that we are trying to run this Empire with a staff that would be considered inadequate in a second class European kingdom. We came here as traders, we developed into conquerors, and long since we were turned into administrators. But now the Government of India are expected to be much more. We are required to be up to date, and to know everything about agriculture, commerce, emigration, labour, shipping, customs, the application of science to every form of production, the secrets of coal, iron, steel, salt, oil, tea, cotton, indigo, and jute. The fact is that we have not yet expanded to the needs of the new situation. You cannot in a moment take a race of specially trained administrators and expect them to develop the capacities of the merchant. Gradually but surely we shall make things right. I am the last man to propose the multiplication of posts and the creation of sinecures. But it is clear to me that we must systematise and specialise our work far more than we have hitherto done. We must have special departments and special men over them to deal with special jobs, instead of allowing technical subjects to be dealt with at the end of a day's work by a tired-out civilian." The speech from which these passages are quoted was delivered on the 12th of February last, and they accurately express the grounds on

which your Committee, on the 15th of January, had addressed the Government of Bombay urging the formation of an expert Customs Service for India. The matter had been informally canvassed for some time and was about to crystallise, when a communication from the Bengal Chamber informed your Committee that the same subject was engaging the attention of that body and suggested that a representation might be made on this side.

A condition inherent in the administration of the Indian Civil Service and also most hostile to the kind of efficiency and continuity necessary to modern Customs management is the liability of officers to be transferred as soon as or before they have acquired full knowledge of the special work they may be engaged in. The work of a Collector of Customs involves a knowledge of much detail and a first-hand acquaintance with the usages of various trades. The effect of **frequent changes of officers** is that at a time when competition makes it necessary that Customs business should be conducted on modern lines and with perfect consistency, desirable reforms are difficult to procure, and decisions given by one Collector of Customs, which may or may not be inherently sound, but to which the trade has in fact adapted itself, are from time to time reversed by a successor without the premises having been in any way changed.

With a view to laying before Government some definite facts as to the effect of the present system, an examination was made of the annual Reports of the Customs administrations of the Port of Bombay during the **twelve years** 1890-91 to 1901-02. It was found that in that time there had been **twenty-two changes in the office of Collector** of Customs, and that fourteen different gentlemen had held that appointment. This was notwithstanding the continuity in office of Sir James Campbell for the three years 1891-92 to 1893-94 and of

Mr. Gray during the past two years. In the other years the changes in the office of Collector were as follows :—

1890-91	4 changes.
1894-95	1 change.
1895-96	4 changes.
1896-97	2 „
1897-98	3 „
1898-99	3 „
1899-1900	5 „

In the office of First Assistant there appear to have been twenty-one changes in the twelve years, and the post has been held by fifteen different gentlemen, while on at least four occasions it was vacant, and in many cases duplicated with other appointments. In the office of the Second Assistant there appear to have been the same number of changes, with fourteen different officers.

It was recognised that leave and promotion would account for some of these changes; but it was considered evident that such frequency of transfer was entirely incompatible with a proper control of the department, and indicated that the interests of trade had been to an excessive degree subordinated to uniformity of promotion throughout the Civil Service. It is, perhaps, impossible to avoid this evil altogether, so long as the Customs administration is in no way distinct from the rest of the Civil Service; and it was on this ground that the Committee, on the 15th January 1903, addressed the Bombay Government recommending the formation of an Imperial Customs Service for the administration of all the laws relating to Customs, Excise, and Factories throughout India, and the members of which should not, except in case of real emergency, be liable to transfer to other duties.

A copy of this letter was sent to each of the Chambers of Commerce throughout India and to the principal Chambers at home centres trading with India.

The Bengal Chamber addressed Government on the same subject on the 16th of February, and it will be seen from the Journal of the Manchester Chamber of Commerce (month of March, page 77; April, page 104; June, page 164) that the matter was by that body taken up with the Board of Trade.

The letter was acknowledged by the Government of Bombay on the 29th January, and it is understood that the Government of India have given the proposal its best attention, the principal difficulty being understood to be a certain doubt as to whether a separate Customs Service for all India would be large enough and afford sufficient prospect to attract men of the proper stamp. (*Appendix* W.)

STAMP DUTY ON HYPOTHECATION OF MOVEABLE PROPERTY.

(*Chamber's Report*, 1902, *pages* 8 *and* 172.)

On 17th July 1902, the Bengal Chamber of Commerce addressed the Government of India on the subject of the difficulty experienced by Banks and Mercantile Firms in determining the proper Stamp Duty to be paid on hypothecation of moveable property **to secure balances of current accounts.** On receipt of a copy of the above communication the Committee, sharing the views set forth by the Bengal Chamber, consulted the leading Banks in Bombay on the subject. The replies of the Banks were uniformly in favour of the recommendations made by the Bengal Chamber, and the Committee, in addressing the Government of India, under date 7th August 1902, stated that those recommendations had in every respect the full support of the Bombay Chamber of Commerce. On 17th March 1903 the Under-Secretary to the Government of Bombay, Revenue Department, forwarded copies of a letter from the Government of India, Finance and Commerce Department, and of its accompaniments, and asked for the opinion of the Bombay Chamber on the proposed

amendments in Section 2 (17), and Article 6, Schedule I of the Indian Stamp Act, II of 1899. It will be remembered that, in the case cited by the Bengal Chamber, the Calcutta High Court had decided that, unless the whole advance was made at the time when the instrument of hypothecation was executed, the instrument must be **stamped as a mortgage.** The Bengal Chamber proposed an amendment in the definition of "equitable mortgage" which was taken substantially from the definition of "mortgage" in the English Stamp Act of 1891 (54 and 55 Vict., Cap. 39), Section 86, that section containing also a definition of "equitable mortgage." It appeared to the Government of India that the amendment proposed would effect the object contemplated; but that if the definition of "equitable mortgage" were expanded as proposed, the question would arise whether the definition of "mortgage-deed" in Section 2 (17) of Act II of 1899 should not be expanded in a similar way, so as to bring the provisions of the Indian Law into harmony with those of the English Law. It was possible, Government added, that there might be administrative objections to a change in the present definition of "mortgage-deed," and the Government of India were therefore unwilling to move further in the matter until it had been considered by all Local Governments.

The papers were in due course considered by the Committee, and on 27th March 1903 they informed the Bombay Government that the Bombay Chamber's approval of the proposed amendment to Section 2 (17) had already been conveyed to the Government of India on 7th August 1902, and that the amendment to Article 6, Schedule I, also appeared to them desirable. (*Appendix* X.)

STAMP DUTY ON FIRE INSURANCE POLICIES.

In April 1903 the Bombay Association of Fire Insurance Agents forwarded to the Chamber a copy of a memorial

addressed to His Excellency the Viceroy praying for a reduction of the Stamp Duty on Fire Insurance Policies to the nominal rate of one anna per policy. The Association, at the same time, intimated that the memorial had been prepared in co-operation with similar bodies in Calcutta, Madras, and Burma ; and the Committee of the Chamber were asked to give the representation their support. In accordance with this request and on receiving advice that the memorial had gone in, the Committee, on the 13th July 1903, addressed the Secretary to Government, Revenue Department, Bombay, expressing their approval of the representations and arguments set forth in it, and begging that His Excellency the Governor in Council might be pleased to communicate to the Government of India, with such support as he might be able to accord, the favourable sense in which the proposal was regarded.

The Bombay Government, in acknowledging receipt of the Chamber's communication, under date 23rd July 1903, stated that a copy of it, together with a copy of the memorial referred to, had been forwarded to the Government of India ; and that the Government of India had been informed, with reference to the proposal made in the memorial, that, in the opinion of the Bombay Government, any measure which, without large sacrifice of revenue, would minimise discouragement of insurance against fire deserved favourable consideration. (*Appendix* Y.)

SUGAR DUTIES.

(See *Chamber's Report*, 1902, *pp.* 41 *and* 266.)

During the year under review, the procedure adopted by Government in the levy of additional duty, commonly known as **countervailing duty**, upon bounty-fed foreign sugar imported into India, gave rise to considerable controversy between Government on the one hand and the various Chambers of Commerce on the other.

The correspondence had regard to three distinct questions and these must be dealt with separately.

The question that gave rise to the greatest amount of controversy was that of **Refined Dutch Sugar.** It must be borne in mind that there are important differences between the conditions under which payment is made in the various countries of origin of those bounties which the additional duties are designed to countervail. In **Austria** the bounty is paid upon sugar **exported,** while in **Holland,** it is paid upon all sugar **produced,** a total sum in each case being set aside by the Government for this purpose. Consequently, the rate of bounty per unit depends on the total quantity of sugar entitled to participation, and such rate cannot be definitely known until the total production of sugar has been ascertained.

The countervailing duties are levied under the Indian Tariff Amendment Act, No. XIV of 1899, Section 8-A, which reads as follows :—

> "*(1) Where any country, dependency or colony pays or bestows, directly or indirectly, any bounty or grant upon the exportation therefrom of any article and the article is chargeable with duty under the provisions of the Act, then, upon the importation of any such article into British India, whether the same is imported directly from the country of production or otherwise, and whether it is imported in the same condition as when exported from the country of production, or has been changed in condition by manufacture or otherwise, the Governor-General in Council may, by notification in the* Gazette of India, *impose an additional duty equal to the net amount of such bounty or grant, however the same may be paid or bestowed.*

"*(2) The net amount of any such bounty or grant as aforesaid shall be, from time to time, ascertained, determined and declared by the Governor-General in Council, and the Governor-General in Council may, by notification in the* Gazette of India, *make rules for the identification of such articles and for the assessment and collection of any additional duty imposed upon importation thereof under Sub-Section* (1)."

Under the above law the following rates of additional duty upon Dutch sugar imported during 1902 had been at various times notified by Government:—

Rs.	a.	p.		
1	1	5	per cwt.	from 7th May 1901 to 1st March 1902 (*see* No. 2479-S.R., dated 7th May 1901).
0	15	11	,,	from 1st March 1902 to 12th December 1902 (*see* No. 817-S.R., dated 7th February 1902).
0	13	3	,,	from 12th December onwards (*see* No. 6460-S.R., dated 12th December 1902).

It was found, on the other hand, that the **net bounty paid** on Dutch sugar for the season 1st August 1901 to 31st July 1902 was 2*s.* 2¼*d.* per 100 kilos, or about 2*s.* 2½*d.* per bag of 2 hundredweights, this sum representing 1*s.* 1¼*d.* or 13¼ annas per hundredweight.

The amount of duty levied was, therefore, considerably in excess of the actual bounty given during the twelve months, 1st August 1901 to 31st July 1902.

The attention of the Committee was drawn to this matter by members who forwarded at the same time copies of correspondence held by them with Government on the subject, the sense of Government's reply being that the rates of additional

duty might be varied by notification from time to time, but that the duty was not subject to any "adjustment on account of refunds." ...

The Governmental position appeared to the Committee to be incorrect; and on the 10th of February they addressed the Government of Bombay setting forth the facts above stated and arguing that there was no good reason why there should not be instituted in respect of Dutch sugar a system of refunds such as existed in regard to Austrian sugar. It was pointed out that a justification of the levy of duties varying so greatly from the rate of bounty was equivalent to an assertion that Government might levy duties entirely out of relation to the amount of such bounty, and might revise the rates in a manner and at times entirely incalculable. It was not contended that it would be impossible for trade to adapt itself to purely arbitrary rates of duty if those rates were constant for a stated period; but it was represented that none but **speculative and unhealthy business** could exist when arbitrary rates were liable to be revised at any moment. As a case in point, it was mentioned that at the time of writing it was understood by the trade that the Dutch bounty for the season 1902-03 would amount to some 1*s.* 6*d.* (say Re. 1-2) per cwt., while, at the very time when this fact became known to the trade, Government reduced the additional duty from As. 15-11 to As. 13-3. It was submitted that, in the face of such an example, it would be unsafe for merchants even to assume that when the prospective rate of bounty did become known to Government, the duty would be raised without warning, and that, consequently, legitimate forward business in Dutch sugar was for the moment impossible. It was represented that this position was most undesirable, not only in the interests of commerce, but in those of such provinces as Bombay and Sind, whose own production of sugar was notoriously inadequate to their needs. The Committee urged that Government should in all cases

endeavour to ascertain with some exactness the amount of bounty to be paid, and that a **System of Refunds** of excess duty should be established without delay.

As the matter was one of some urgency, a copy of this letter was forwarded direct to the Government of India.

The reply of the Government of India was communicated to this Chamber through the Government of Bombay on the 27th of March. It was to the effect that since the net rate of bounty paid in Holland in any particular year was not ascertainable until the year was closed and the accounts of the Dutch Excise Department were made up, the Government of India "*had made it a practice to levy duty for the ensuing year at a rate corresponding to the net bounty ascertained to have been paid in the previous year, and that no refunds could, therefore, be allowed.*" It was further said that the rate was not arbitrarily revised at any moment, but was changed only when the Government of India received official information of the net bounty as declared by the Dutch Government.

The Committee could not find in this letter any justification of the procedure adopted; nor did it appear to them that the practice said to have been instituted by the Government of India was reconcilable either with the law or with the fact that the rate of additional duty in respect of Dutch sugar had been changed three times in one year, as shown in their letter of the 10th February. They accordingly wrote again to Government on the 23rd April setting forth these discrepancies, and expressing their regret both that Government had not dealt more fully with the points raised and had not shown that there was any practical impediment to the institution, in respect of Dutch sugar, of such refund procedure as prevailed in respect of sugar from Austro-Hungary. The relevant section of the Act was once more quoted, and it was pointed out that the rates successively fixed by Government bore no

calculable relation to the basis prescribed by that section. They exceeded the amount of bounty paid upon the particular article imported, and to that extent they not only conflicted with the wording of the Act, but vitiated all the legitimate business done in the particular article in a particular period. It was felt by the Committee that the suggested practice of levying on a particular article **in one year a duty equal to the bounty paid on a similar article in another year** was inconsistent with the wording of the law. But they preferred to found their renewed representations upon the less technical consideration that the adoption of that practice, especially without due notice, would in its nature be as inequitable and in its effects as injurious as the arbitrary revision of rate which Government expressly repudiated. It was requested that Government would reconsider the matter and intimate their decision as soon as possible.

This letter was forwarded by the Government of Bombay to the Government of India, and on 25th of June a reply was received from the former Government stating that the Government of India had decided that in future the additional duty upon Dutch sugar should be levied in the first instance **at the full rate of the bounty allowed under the Dutch Law,** and that as soon as the net bounty actually paid was ascertained and declared, a **refund** should be allowed of the sum by which the duties levied exceeded the bounty paid. It was added that refunds would accordingly be made in respect of sugar imported from Holland in the sugar year, September 1901 to August 1902, and the attention of the Committee was drawn to the notifications of Government giving effect to this decision.

Under this notification the Additional Duty on Dutch Refined Beet-Sugar from Holland was raised from As. 13-3 to Re. 1-3-8 per cwt. with effect from the 20th of June. The effect of this was, of course, that on all Dutch sugar

arriving after the said date an importer, who had been misled by the previous notification of Government into selling at a price which provided only for a duty of As. 13-3, would find himself called upon to pay a duty of Re. 1-3-8, and would ultimately receive as refund only the difference between this last figure and the amount of bounty actually paid in Holland. This bounty was reckoned at about Re. 1-2, so that the importer would receive only some As. 1-8 as against the As. 6-5 which would have represented the difference between the duty properly allowed for and the duty actually levied.

These arguments were placed before the Government of India in a letter dated the 17th July, and it was urged that Government should declare all refined Dutch sugar imported under **bona fide contracts** made in London before the 11th of June to be admissible into India on payment of additional duty at the rate of As. 13-3, or should, for the purpose of refund in respect of such contracts, recognise the rate of As. 13-3 as "the rate now ascertained to be chargeable thereon."

In support of this recommendation, it was pointed out that the Dutch sugar that had been exported to India since September 1902 belonged to the 1901-02 crop; that it had received a bounty equal to As. 13-3; and that these facts were proved by certificates accompanying each lot.

A copy of this letter was at the same time forwarded to the Government of Bombay.

The Government of India replied on the 11th August that they were unable to take forward contracts into consideration when introducing changes of Customs Duty, but that they had decided to admit, **at the old rates**, any Dutch sugar the bill of lading for which was signed and delivered before the 11th of June 1903.

Members were advised by circular, first, of Government's acceptance of the principle of refund in respect of Dutch

sugar, as advocated by the Chamber, and, secondly, of the application of that principle to imports made under bills of lading signed and delivered before the 11th of June.

Strong representations were made to the Committee that the principle put forward by their letter of the 17th July should be further pressed ; but while it was recognised that something might still be said on the subject, it was considered better to rest content with the substantial gain attained in the acceptance of the main principle contended for.

Brussels Sugar Convention.

The procedure to be adopted by the Government of India in respect of bounty-fed sugar, after the coming in force of the Brussels Sugar Convention, also gave rise to some discussion. It should be stated that the Convention was duly ratified by the various Powers; and the text of the Regulations issued in respect of it by the British Government will be found in the issue of the *Times* for August 13th, 1903, page 10.

The following review, taken from the *Times* of the 19th February 1903, indicates briefly the considerations that led Russia to abstain from the Brussels Convention :—

> "A Parliamentary paper (Cd. 1401) was issued yester-
> "day containing 'correspondence with the Russian Govern-
> "ment respecting the interpretation of the most-favoured-
> "nation clause in connexion with countervailing duties on
> "bounty-fed sugar.' The correspondence opens with a
> "memorandum addressed on behalf of the Russian Govern-
> "ment by M. Lessar to Lord Salisbury on June 12, 1899,
> "protesting against the 'Indian Tariff Act (1894) Amend-
> "ment,' which imposed countervailing duties on Russian
> "sugar imported into India. As is already known, the
> "British Government declined to accept the Russian argu-
> "ments on this question. It was urged by Lord Salisbury
> "in reply that the Russian system created an artificial

"stimulus to sugar production practically equivalent to a "bounty, and that, when the clear intention of the most-"favoured-nation clause was thus overridden, it was open "to the other party to redress the balance of trade thus "artificially disturbed. If Russia did not accept this view, "the British Government offered to denounce our Com-"mercial Treaty with Russia, but Russia making no re-"sponse the subject dropped. There follows in the corres-"pondence the memorandum prepared by the Russian "Ministry of Finance in consequence of the decisions of "the Brussels Sugar Conference and transmitted to the "signatory Powers in July last year. Of this a full "account has already been given in the *Times*. Replying "to this on July 30, Lord Lansdowne recalled attention "to the issue of the Indian question just described, and "expressed the hope that Russia might become a party "to the Brussels Convention. He observed that, if she "did not take that course, and the International Com-"mission came to a finding adverse to the Russian system, "Great Britain would have no option but to apply the "penal clause to Russian sugars. The proposal for an "inquiry on the general effect of bounties was declined. "A long memorandum, communicated on September 24, "contains the Russian reply. In this the view of the "British Government that the Russian system infringes "the most-favoured-nation clause, and that countervailing "duties in such a case are legally admissible, is contested "in detail. It is contended that, in the light of the "Anglo-Russian Commercial Treaty, bounties, even if they "existed, could not furnish a ground for the imposition of "countervailing duties by the other party. As matters "stand, Russia's system is described as 'domestic legislation "which she considers necessary for controlling the pro-"duction of sugar.' In the circumstances, Russia proposed

"the submission of the question to international arbitration "or to the Hague Court. On November 20, Lord Lans- "downe stated in reply that there was no intention on our "part of placing Russian sugar in the British market in a "less favourable condition than other sugars, and that the "remedy for the situation was in the hands of the Russian "rather than of the British Government. He regretted "his inability to agree that the case was one which could "be submitted to an arbitral tribunal, and held that the "British Government's offer to denounce the Anglo- "Russian Commercial Treaty of 1859 released it from the "need of further controversy. Finally, a Russian *note* "*verbale* of January 14 pointed out that the wide diver- "gence of views revealed by the correspondence seemed "to preclude any chance of a compromise, and that the "question must be considered an open one, pending the "decision of the Commission to be established under the "Sugar Convention."

In the Budget Speech of the Hon'ble the Financial Member of Council (Sir Edward Law) made on the 18th March 1903, was the following reference to the question, and to the probability that legislation in this connexion would be found necessary in India :—

"It has been announced in the public telegrams that "all the Powers who joined the Brussels Convention have "now formally ratified their acceptances, and it may be "presumed that the provisions of the Convention will be "put into force on the 1st of September 1903. On that "date the parties to the Convention are bound to abolish "all sugar bounties, and, should they be completely "abolished, the position might become such as to justify "the abolition of all countervailing duties in India. On "the same date the Act passed in June last will, unless "specially extended, cease to be in force. It appears

"however, probable that in September next large stocks "of bounty-fed sugar will be in hand in the beet-growing "countries, and it may possibly prove necessary to consider "the necessity of further temporary special measures until "these stocks have been exhausted and normal conditions "restored. No decision has yet been arrived at with "regard to the adherence of India to the Brussels Con- "vention, but we are at liberty, under the terms of the "agreement, to accept it, should it hereafter appear "desirable."

This statement created, in respect of the action probably to be taken by Government, a state of uncertainty which is prejudicial to business and which Government have up to the present maintained so far as adherence to the Convention is concerned. It was represented to the Committee by members engaged in the sugar trade that, in the face of so ambiguous a pronouncement, business in new crop sugars became **purely speculative**; and it was urged that Government should be invited to state whether they would pass free from countervailing duty Austro-Hungarian sugar of the crop of 1903-04, provided that shipments were **accompanied by documents** proving, to the satisfaction of Government, that the sugar was of the said crop and had received no bounty other than might be permitted under the provisions of the Brussels Convention.

A letter in this sense was addressed to the Government of Bombay on the 1st of May; and on the 3rd of June a reply was received to the effect that the Government of India were as yet unable to make any announcement on the subject, but that it was occupying their very serious attention.

It is understood that, in the beginning of May, the Government of India took steps to ascertain, in a demi-official manner, the opinion of the principal firms and others interested in sugar as to the action to be taken when the Brussels Convention came into force as to the stocks of bounty-fed sugar in

existence, and likely to be so at the time of such coming into force: as to the prospective range of prices and the degree of danger that the **Indian Market Might be Flooded** by large importations. The **Chairman** of the Chamber, the Hon'ble Mr. J. M. Dick, was **Invited to Proceed to Simla** to discuss these matters; but it was at the moment impossible for him to leave Bombay, and the Committee gladly availed themselves of the offer of Mr. Marshall Reid, C.I.E., one of their colleagues, most intimately acquainted with all sugar questions, to go in the Chairman's stead.

The text of Mr. Marshall Reid's report to the Committee, dated 12th June, will be found among the Appendices. Mr. Reid informed them that the Government of India were in correspondence with the Secretary of State regarding a possible continuation of the Countervailing Duties for a certain time after the coming into force of the Brussels Convention. They, therefore, wrote to Government on the 18th June representing the very great importance of making known, as soon as possible, such decision as might be come to.

The Act, which had the effect of **re-instituting the countervailing duties** for a further period of seven months—that is to say up to the 31st March 1904—was introduced and passed on the 28th August 1903. It is entitled "An Act to further amend the Indian Tariff Act, 1894, Act No. 12 of 1903." The text of it will be found among the Appendices.

By Notification No. 7249 S.R., dated Calcutta, the 2nd December 1903, the Government of India suddenly announced that the **additional duties** would be **remitted,** under certain conditions, on all sugar produced after the 31st August 1903.

On the same date the Government of India forwarded a copy of this important Notification to this Chamber by ordinary post; and it was received shortly before noon on the 5th instant, which was a Saturday.

On the morning of the 3rd December one of the morning daily papers in Bombay published a telegram from its correspondent in Calcutta giving the sense of the Notification, and it was subsequently ascertained that a shorter telegram on the same subject had appeared in an evening paper of the previous day. Those members who saw these telegrams remained in doubt as to their accuracy, especially when it was seen that the *Bombay Government Gazette* contained no reference to the matter and that neither the Secretariat nor the Customs House in Bombay had any information about it. The effect was that for three days Bombay was without official information of a kind absolutely indispensable to the proper conduct of business, which Calcutta merchants had been promptly put in possession of, and which it was the duty of Government to make known in a regular and uniform manner.

Although reference to the correspondence described above will show that the Committee had repeatedly had occasion to remonstrate with Government on account of the course pursued by them in the matter of these sugar duties, it need scarcely be said that no sudden reversal of a policy recently re-affirmed by fresh legislation nor any repudiation of an assurance clearly implied in Government's own words, had been so much as contemplated. In the statement of objects and reasons attached to the Act XII of 1903, passed so recently as August 1903, it was stated that "the object of the Bill is to continue the present additional duties on sugar until the 31st of March 1904;" and the trade had accepted this statement and adapted itself to the conditions it prescribed. Business in beet sugar being thus rendered impossible, merchants had turned their attention to the more expensive cane sugar refined in the United Kingdom and Egypt; and as large quantities of these sugars had been imported and contracted for "to arrive,"

those merchants stood to lose heavily by the unwarrantable action of Government, which made it possible to lay down beet sugar at considerably below the cost of the cane sugars engaged in.

The Committee accordingly, on the 7th December, addressed to the Government of India a strong, but respectful, protest against the continued disregard of legitimate commercial interests shown by the manner in which these duties were being dealt with. It was represented that the extraordinary circumstances of the case would amply warrant Government in instituting an enquiry into the losses sustained, with a view to compensation.

The Committee further protested against the failure of Government to publish the Notification in Bombay at the same time as in Calcutta ; and it was urged that steps should be taken to ensure that such an omission should not occur again.

It should here be explained that the interest taken by Bombay merchants in this particular matter had been expressly intimated to Government by the Chamber's letter of the 1st May 1903, which contained a recommendation much in the terms of the orders now passed. That letter was of course written long before the passing of Act XII of 1903 ; and the passing of that Act had inevitably been accepted by the Committee as settling the question in the negative.

The Committee have to acknowledge the courtesy of the Bengal and Karachi Chambers in favouring them with copies of certain letters addressed by those bodies to Government on the subject of the sugar duties. (*Appendix* Z.)

CUSTOMS DUTY

On Goods Short-Landed.

In February 1903 representations were received from two shipping members of the Chamber regarding the levy of Customs Duty (*a*) on goods short-landed, and (*b*) on shortages

of contents found in packages landed in good condition. As the questions are to some extent distinct, it is necessary to treat them separately.

The question of the levy of duty on goods short-landed was raised by a member in consequence of the refusal of the Collector of Customs to allow an **excess found in one vessel to be set against a shortage of similar nature** and amount which had been found in an earlier vessel. The writers, while citing the fact that the Customs authorities exact from the Agents of vessels a penalty duty in respect of all goods short-landed, and even in respect of shortages of contents for which the Agents have to pay claims to consignees, represented that this was tantamount to a levy of duty in respect of cargo "which was admittedly never imported into the country." A specific instance was quoted in which a shortage of six bags out of a cargo of 10,750 bags of sugar bearing various marks was made good by an excess of six bags bearing different marks which arrived in two subsequent steamers. The consignees accepted the excess bags in lieu of those short-landed, but the Customs authorities maintained their claim on the ship's Agent for the penalty duty in respect of the shortages, on the ground that the difference of the marks upon the missing bags and upon those subsequently delivered showed that there was no true relation between the shortage and the excess.

On the 3rd of March 1903 the Committee submitted to the Collector of Customs that the system followed in Bombay in this matter constituted a hardship. It was understood that the theory on which the Customs Department proceeded was that all goods manifested and not landed through the Customs-house had in fact been landed in contraband. It was recognised that, when a reasonable presumption existed that the goods in question had been so landed, the theory stated was the only practicable one; but the Committee submitted that

it was unreasonable to exact penalty duty in cases in which all the probabilities were opposed to that theory. They mentioned that in certain instances recently brought to their notice the penalty duty appeared to have been levied without regard for the spirit of the rules and without any allowance for the most familiar accidents of the trade. The facts of the case above alluded to were outlined, and it was pointed out that, in so large a quantity of sugar as 10,750 bags, some confusion of marks was likely to occur either in shipment or in discharge. It was therefore represented that in such cases the Customs authorities might reasonably follow the course pursued by the trade and allow the excess to be set against the shortage.

In the second paragraph of this letter of the 3rd March, the Committee dealt also with the question of the levy of penalty duty in respect of **shortage of contents found in packages landed in good order.** The Shipping Company that brought this matter before the Chamber forwarded with their letter copies of correspondence exchanged by them with the Collector of Customs, Bombay, with regard to successive instances of the procedure complained of. These letters will be found in the Appendices. Careful reference should be had to the endorsement of the Government of India, Finance and Commerce Department, forwarding, for information and guidance, copy of a letter No. 4271, dated **15th October 1891**, addressed by that Government to the Government of Bengal, Financial Department. The decisions there indicated are as follows:—

"(1) A Master cannot be held responsible, under Rule 17 of Section 167, for any articles missing from a case on board his vessel if the case is unbroken, and it appears in the Manifest (as it always does) as a package the contents of which are unknown.

"(2) But the Master may be held responsible if the package is found broken on board, and it can be shown by reasonable evidence that the contents are deficient.

"(3) The Master is in no case responsible if the breakage or deficiency is not discovered until after the goods have been landed under Section 85.

"(4) Nor is the Agent of the vessel in any case made responsible by the law as it now stands for duty or penalty on goods landed under Section 85 into his custody.

"(5) I am to say that, on consideration of the case, the Governor in Council accepts the interpretation of the law as given by the law officers and acted on by the Board of Revenue."

"I am to suggest, however, that it is optional with the "Collector to grant or refuse the permission required by "Section 85, and that if he considers it necessary to do so "for the protection of the public revenue, he is at liberty "to refuse permission unless the Agent **agrees in writing** "**to accept liability** for all duties which would or might "have been recoverable in respect of missing or deficient "goods had the cargo been examined on board, or makes "such other arrangements as will satisfy the Collector "that the public interests will not suffer by the cargo "being discharged into the custody of the ship's "Agent."

The members who brought the matter before the Committee stated that it was customary with the Collectors of Customs in Bombay to exact such a **letter of guarantee** as was contemplated in the last paragraph quoted above, but that it was used by the Collectors to force upon the Masters of vessels a liability to which they were not subject at law. The correspondence, as presented to the Committee, appeared to support this contention, and it was only through an extract from a letter of the Collector of Customs, forwarded on the 6th July by the Commissioner of Customs in reply to the Committee's letter before referred to, that the Committee

learned on what ground the Customs procedure in this respect was really founded. This is found in **Article 17 of Section 167 of the Sea Customs Act,** which is as follows :—

"The offences mentioned in the first column of the following schedule shall be punishable to the extent mentioned in the third column of the same with reference to such offences respectively :—

"17. If any goods entered in the Import Manifest of a vessel be not found on board of the vessel; or if the quantity so found is short, and if such deficiency is not accounted for to the satisfaction of the officer in charge of the Custom-house."	"The Master of such vessel should be liable to a penalty not exceeding twice the amount of duty chargeable on the missing or deficient goods if they be dutiable and the duty leviable thereon can be ascertained, or otherwise to a penalty not exceeding five hundred rupees for every missing or deficient package or separate article."

The extract from the letter of the Collector of Customs to the Commissioner of Customs will be found in the Appendix, and states the official position in the matter with such clearness that it must be read textually.

The Committee recognised that the general principles therein stated were in the main reasonable ; but it appeared to them that certain practical considerations had been overlooked. Since discussion of such matters by letter is often difficult and inconclusive, they therefore suggested to the Commissioner of Customs that he might receive a small **deputation** which was appointed for that purpose.

To this the Collector of Customs replied, offering to meet the deputation on the 21st of August ; but this date having been found inconvenient, and further discussion of the matter having in the interval taken place in Special Committee, it was recommended by the latter that the explanation of the Collector of Customs be accepted and the question dropped.

They recognised that the present procedure did appear to operate with hardship in certain cases; but they were not convinced, after full consideration of the Collector's statement, that the hardship was avoidable or sufficiently frequent to warrant further steps, seeing that they did not see their way at the moment to making any practical proposals for obviating it without prejudice to the Customs organisation.

This recommendation was adopted by the general Committee, who communicated with the Collector of Customs on the 24th August in the above terms, but with the reservation that, if any reasonable proposals for the abatement of the hardship were thereafter made to them, they would do themselves the honour of again addressing the Collector in full confidence that their representations would as usual receive his attentive consideration. (*Appendix* **AA.**)

IMPORT DUTY ON OIL-SEEDS IMPORTED INTO BRITISH INDIA FROM NATIVE STATES.

The Committee of the Karachi Chamber of Commerce addressed the Commissioner in Sind in the early part of the year, and solicited his good offices in representing to the Government of India the desirability of excluding from the operation of the Indian Tariff Act all oil-seeds imported into British India by sea from Native States. It was pointed out that the produce thus imported was practically all immediately exported to Europe, and a refund of the Customs Duty, less one-eighth, was made. It was also submitted that the revenue accruing to Government from the imposition of this duty was very small, and that its collection and subsequent refund gave considerable trouble both to merchants and the Customs authorities.

The Committee of the Bombay Chamber of Commerce supported the above representation in a letter addressed to the Government of Bombay, under date 23rd April 1903, and

begged that Government might be pleased to consider the expediency of excluding oil-seeds imported by sea from Native States from the operation of the Indian Tariff Act. (*Appendix* **BB.**)

INDIAN TARIFF ACT.

Revision of Tariff.

For some years it has been the practice that Mr. J. E. O'Conor, formerly Director-General of Statistics, should visit Bombay towards the end of the year and confer with representatives of the Chamber of Commerce in the revision of the Scheduled Tariff Valuations. Mr. O'Conor having retired during 1902, the Government of India, Finance and Commerce Department, by letter No. 6598-S. R., dated 11th December 1902, directed that, since no officer suitable for the work of revision was available at Calcutta, it should be entrusted to the Collector of Customs, Bombay, or some other experienced and responsible Customs official, and that certain arrangements should be made for the usual revision. Under this letter the Government of Bombay appointed the **Collector of Customs**, Mr. Gray, and it was arranged that the conference should take place at the rooms of the Chamber on Wednesday, the 7th January, at 4-30 P.M. Some inconvenience resulted from the inability of the Customs House to furnish advance copies of the schedules embodying the proposed changes; but on the date named the items were gone through *seriatim* and certain changes of valuation agreed to. The revised schedule was received in time for inclusion in the Chamber's Report for 1902, and will be found at page 241 of that publication. In December of 1903, Mr. Robertson, Director-General of Statistics, visited Bombay for the purpose of the periodical revision of the Tariff, which will be found among the Appendices. (*Appendix* **CC.**)

CUSTOMS-HOUSE ORGANISATION.

Working Hours.

(See *Chamber's Report*, 1901, *pp.* 40 *and* 304.)

It may be remembered that in a letter addressed to the Collector of Customs on the 13th of January 1902 the Committee, while making certain representations concerning delays in the passing of goods through the Customs-house, stated that they knew of no good reason why the Customs-house staff, concerned as it was almost exclusively with the operations of commerce, continued to keep hours so much shorter than the mercantile community, with whose operations it was presumably intended to keep pace; and they suggested that considerable expedition might be attained by the adoption of a rule that Customs-house servants should work not less than from 10 A. M. to 5 P. M. every day.

On the 3rd of July 1903 the Committee received from the Collector an intimation that the office hours of the Customs-house establishment would in future be as follows: —

(1) *Preventive Service and Wharf.*—The office hours will be taken as from sunrise to sunset, but no individual officer will be required to work ordinarily more than an average of nine hours a day or 54 hours a week, in addition to such time spent on simple guard duty as may be reasonable in each case.

(2) That for all other classes of Customs establishment, *i.e.*, appraisers, examiners (inspectors), gaugers, clerks, the account staff, the bonding staff and the supervising staff, the ordinary business hours will be from 9 A.M. to 6 P.M.

The information was duly acknowledged with thanks.

(*Appendix* DD.)

WORKING OF THE CUSTOMS-HOUSE.

During Holidays. Levy of extra Fees.

On the 20th April 1903 a letter was addressed by the Chamber to the Collector of Customs regarding the arrangements made for the conduct of Customs-house work during the Easter Holidays and the closing of the Customs House, "subject to due provision being made by Heads of Departments for emergent work only." It was pointed out by the Chamber that complaints had been received that on Easter Monday, the 13th April, extra fees were demanded for the passing of certain Export Shipping Bills relating to cargo intended for a vessel sailing on the 15th idem, and that although such extra fees had, to the knowledge of the Committee, been levied on several recent occasions, the practice was believed to be a new one, and they were unable to ascertain on what principle these charges were made and on what scale they were calculated. The Chamber, therefore, asked to be informed on these points, and as to whether the passing of such Export Shipping Bills did not come under the category of "emergent work."

A reply, dated the 9th May, was received from the Collector to the effect that Government Resolution No. 359 of the 17th January 1900 provides that fees are to be levied for work done by Customs officials on days declared by Government to be general holidays. Fees were consequently charged, the scale adopted being that indicated in Nos. 4 and 5 of the scale laid down in Schedule 1 of Government Resolution No. 309, that is to say—

For each appraiser, inspector, weigher or clerk, Rs. 14 from 10-30 A.M. to 4 P.M. or portion of this period, and for each scalesman or peon, annas 12 from 10-30 A.M. to 4 P.M., or portion of this period.

As to whether the passing of Export Shipping Bills did not come under the category of "emergent work," the Collector drew attention to the fact that in the particular case alluded to

there was one working day intervening between Easter Monday and the day the vessel was to sail. He added that if the question raised by the Chamber was put as a general one and not in reference to the particular case, he was not prepared to define the passing of Export Shipping Bills as work falling outside the definition of work for which fees may properly be charged on holidays.

From the Collector's express exclusion of the particular case instanced, it may probably be inferred that he would have been disposed to regard that particular case as "emergent." (*Appendix* **EE.**)

CUSTOMS ORGANISATION.

Delays in Refunds of Sugar Duties.

A correspondence with the Collector of Customs which arose in connexion with delays that attended the payment of **Refunds of Additional Duty** in respect of bounty-fed sugar belongs more correctly to the questions of Customs-house Organization. Statements submitted by the members who moved the Committee to address the Collector on the subject showed that, over seven consecutive consignments received by one firm, the average delay in recovery of refunds had amounted to ninety-four days. In respect of one of these consignments the delay had been one of 186 days, while another firm was on a particular occasion kept waiting no less than 101 days. The Committee felt that to procure the removal of this inconvenience it was only necessary to bring the facts to the notice of the Collector of Customs, and this they did by a letter dated the 24th of February.

This letter was acknowledged by the Collector on the day of its receipt, with the information that the matter was being enquired into, and on the 17th of March he communicated to the Committee the results of his enquiry. He explained that the delays in disposing of the claims for refund were due to an

unexpected situation arising from the fact that no less that one hundred claims, comprising nearly 700 duty bills of the aggregate claim of upwards of a lakh of rupees, were preferred suddenly and simultaneously. He held that, since each claim demanded minute examination, it would not in any case have been matter for surprise that a considerable time should be taken up in passing so many. He stated, moreover, that in the majority of cases in which the proper documents were put in, the claims were passed within a reasonable time, and that exceptional delay occurred only in those very few cases in which either a wrong port of shipment was given in the Import General Manifest, or where the parties failed to furnish with promptitude the necessary information when called for. The Collector expressly recognised the cause of complaint, undertook to reduce it to the best of his ability, and stated that he had issued instructions to subordinate officers to expedite the settlement of such claims.

The Committee, by a letter dated the 20th March, conveyed to the Collector their thanks for the prompt steps he had taken to prevent recurrence of the delays. (*Appendix* **FF.**)

RAILWAY MATTERS.

Permanent Sub-Committee Appointed.

Questions relating to Railways are among the most important which the Committee is called upon to discuss, and for this reason it has hitherto been thought desirable that all such matters should be considered by the whole Committee. This principle it has been resolved to maintain; but it has at the same time been thought well to appoint a small permanent Sub-Committee, who shall specially watch and study all Railway affairs and prepare specific proposals for the consideration of the full Committee. This Sub-Committee was formally appointed on the 29th of April 1903 and consists of four members and the Chairman.

NAGDA-BARAN-MUTTRA RAILWAY.

(See *Report for* 1903, *pp.* 10 *and* 176.)

The Committee this year have the satisfaction of recording an apparent improvement in the prospects of this line, which has for years held the first place in their recommendations to Government.

This improvement was promoted by the inclusion of the line in the list of "Branch or Feeder Lines" specifically **advocated by Mr. Thomas Robertson,** C.V.O., the Special Commissioner on Indian Railways (*see* Report for 1901, pp. 12 and 186), in his Report, which was received in the month of May 1903. This list is included in paragraph 284 of the said Report; and in it "the extension of the Godhra-Ratlam Branch of the Bombay, Baroda and Central India Railway to connect Muttra with Aligarh" stands seventh.

It was felt that this official endorsement of their insistence on this line justified greater hopes than have been possible since 1897, when the project stood first on the Government programme. The Committee were aware that the fact of the line's having in later years been deferred to others not affecting Bombay was due to no neglect on the part of the local Government. They, therefore, took occasion to move the Government of India direct in the matter, and on the 21st of May they addressed the **Private Secretary to the Viceroy,** reviewing briefly the history of the project and the correspondence regarding it, alluding to the growth of a strong feeling that Bombay was being allowed to suffer through its **Remoteness from the Seat of Government,** and begging that the project might now be laid before His Excellency for early sanction.

This letter was acknowledged on the 1st of June, with the information that it had been laid before His Excellency the Viceroy.

Some months later it became understood that the final survey of this line had been sanctioned and commenced.

In the *Histories of Railway Projects* up to 30th June 1903, however, which was received on the 31st October, the only respect in which the wording of the note upon this line differs from that of last year's issue is the addition to the penultimate paragraph of a phrase to the effect that "it will, it is hoped, shortly be taken in hand." (*Appendix* GG.)

RAILWAYS.

AGRA-DELHI CHORD—AGENCY FOR WORKING.

(See *Report for* 1902, *pp.* 15 *and* 183.)

It will be remembered that in November of 1902 the Committee, perceiving that the Agra-Delhi Chord had been begun, but that no assurance had been given that its working would be entrusted to either of the Railways serving Bombay, addressed Government on this subject, and were informed that their representation had been forwarded to the Government of India.

In the beginning of March the Committee received from the Bombay Government copy of a letter from the Government of India, dated 16th February, to the effect that the matter was under correspondence between the Board of the G. I. P. Railway and the Secretary of State, to whom the views of the Government of India had been communicated.

On the 25th of May they were pleased to receive, also through the Government of Bombay, copy of a letter, dated 11th idem, from the Government of India, communicating the decision of the Secretary of State that the Agra-Delhi Chord, when completed, should be worked by the agency of the G. I. P. Railway on terms which will be found in the document among the Appendices. (*Appendix* HH.)

FEEDER LINES.

Terms Offered to Promoters.

Revision Desired by Chamber.

(See *Report*, 1895, *p.* 549.)

In addition to the reference given above, members might read with interest a minute by His Excellency Sir Bartle Frere written in August 1866, and which will be found in the Report of the Chamber for 1866-67, page 8. Paragraphs 51 and 74 *et seq.* deal with the question of the cost to Government of a guarantee on capital for railway purposes as compared with an outlay on roads.

The subject of the terms offered by Government to persons willing to undertake the construction of Branch or Feeder Lines has from time to time, during a considerable number of years, occupied a prominent place in the deliberations of your Committee, and their conclusions have been repeatedly expressed in letters to Government. Government has, in deference to those representations, twice amended their terms in a sense somewhat favourable to promoters; but in each case they have stopped short of the point at which the concessions would have really induced private enterprise. It has been proved by experience that the conditions proposed under successive resolutions of Government were inadequate, and the reluctance of private promoters to engage in works of the nature indicated has been strengthened and justified by the discouraging results attained on railways subject to those conditions. Not only is it necessary, however, that the terms offered by Government should again be revised, but that in their revised form they should be publicly announced, so that promoters might go into the market with a firm offer in their hands, and might come to Government with assurance that they would be met with businesslike definiteness and promptitude.

The Committee, considering that the terms announced by Government in their Resolution of the 17th April 1896 had now been before the public, and practically without result, for a period of more than seven years, addressed the Government of Bombay on the 17th of October, and urged that the **inadequacy and failure of the terms** in question should now be recognised as **definitive**, and that others should be formally announced, in accordance with the recommendations of the late Special Commissioner on Indian Railways, so that investors should be secured an absolutely fixed minimum return from the outset. It was submitted that the country was daily losing a great deal more through the repression of all private railway enterprise than it could possibly lose through the concessions of effective terms; and it was pointed out that the willingness or unwillingness of capitalists to accept a given return on a particular investment is determined, not by an arbitrary preference for that particular form of investment, nor by the opinion of Government as to the adequateness of the return, but by the rates of profit derivable from other sources.

In indicating the terms which they conceived would be likely to induce private enterprise in railway construction, the Committee adverted to those proposed by the late Special Commissioner on Railways (*see* page 48 of his Report), and in particular to the **Government guarantee** of a minimum dividend of 3 per cent. in gold. They stated the opinion that a guarantee of 3 per cent. in gold was superfluous in the case of Feeder Railways with a capital rupee, and put forward instead the following specific recommendations :—

(*a*) That, as an alternative to 3 per cent. guarantee in gold, the Feeder Line should be secured a **rebate** of the whole of the Main Line's nett earnings from interchanged traffic, or such other smaller

amount as would allow a return of 5 per cent. on its Rupee capital outlay ; the nett earnings of the Feeder Line, after the shareholders have received 5 per cent., to be shared with the parent line or with Government.

(*b*) That the **right of re-purchase** should be strictly defined on the lines indicated in paragraphs 143 to 145 of Mr. Robertson's Report, the period of first option of purchase falling after 33 years instead of 21, and the maximum limit of price being removed.

Since writing the above letter it has been suggested to the Committee that it might be well to move Government to procure the concession of **special terms** to Railways which, at the instance of Government, undertake large **additional capital expenditure for Imperial purposes.** Distinct lines might often be made on a guarantee by the **Local Board** as has already been done in some cases in Bengal. Even if the Board had to make up the dividend by payment, it would often be a great gain to do so instead of spending money in making and metalling roads which in many parts, such as Gujerat, it is impossible to make well at any cost. There are at present legal impediments in regard to the utilisation of the credit of Local Boards, but it is believed that they will shortly be removed by a Draft Bill understood to be under consideration. It is known that the Government of India objects to giving sanction in districts where the cess on which the revenue of the Boards mainly depends is already levied up to the legal maximum. Government contend that in such cases there is no reserve out of which to meet any demand on account of guaranteed interest, and consequently the ultimate guarantee is given by the Provincial funds which would have to come to the rescue. The attitude of Government in this matter cannot be accepted as altogether correct, for every Board must possess a reserve in that portion of its revenue which is devoted to

work that can be suspended or dropped altogether in an emergency. If the Board had to find a heavy sum for interest it would not appeal to Provincial funds, but would strike off a certain number of new wells and tanks and buildings from its Budget. In a sense every liability of a Board is an ultimate liability of the State, but to forbid its undertaking a well-considered scheme on that ground seems to be ill-advised.

On the 22nd December the Committee were informed by Government that the question of the revision of the terms to be accorded to promoters was in suspension pending the decision of Government regarding the recommendations of Mr. Robertson. (*Appendix* II.)

RAILWAYS.

Delays in Transit of Produce.

(See *Chamber's Reports*, 1901, *pp.* 10 *and* 160; 1902, *pp.* 17 *and* 185.)

Early in May 1903, very serious complaints were received by the Committee regarding the inordinate delays that had occurred in the movement of produce intended for export. On receipt of those complaints application was made to the complainants and to others likely to have information on the point for exact particulars of specific instances of delay. From the replies received it appeared that the most serious delays arose in respect of **grain and seed**; and from the dates of the large number of telegrams despatched to Bombay merchants, by their up-country agents, it appeared that these delays first became grave about the middle of April. The stations most seriously implicated appeared to be Hurda, Seoni, Itarsi, Pagdhal, Dharamkhundi, Dularia, Jubbulpore, Semri, Piparia, Kareli, Damon and Saugor. The Committee had before them particulars of 154 consignments of Wheat and Seeds from these

stations, and it was found that the average interval between presentation for despatch and the date of Railway receipt worked out at some 10·2 days. Of these 154 consignments, of which the earliest was ready on the 18th April, 87 were despatched after an average interval of 6·4 days, while 67 consignments were, at latest advices, awaiting despatch after delays varying from 4 up to 34 days with an average incomplete detention of 14·6 days. In computing these averages regard was had to the number of bags in each lot.

The Committee, in addressing Government on the 17th July, pointed out that the defects found to exist in Railway communications on this side of India had been the subject of representation to Government on several occasions, but, having regard to the fact that the major part of the produce falls to be moved within a period of about four months in each year, it had been necessary to allow a liberal period of time for such development of Railway communication and organisation as would admit of the reasonably prompt transport of produce in the busy season. Nearly forty years had passed since this fact was first expressly recognised in this Chamber, and the Committee were constrained to admit that the disparity between the Railway facilities in this Presidency and the quantity of produce to be dealt with appeared, instead of diminishing, to become more marked. The Committee, in their letter referred to, set forth the facts summarised above and pointed out—

(*a*) that merchants had been obliged to forego large and profitable transactions, because of their ascertained inability to get the goods moved, and that this business had been definitely lost to India ;

(*b*) that merchants had lost large sums through the cancelment of contracts which, from the same causes, they were unable to fulfil ;

(*c*) that in addition to the goods to which the figures relate, large quantities of produce had undergone equally serious delays through the closing of the Railway gates which excluded them at once from the yards and from the statistics of the subject.

Specific instances were given of the length of time the gates at certain stations remained closed to produce. The Committee believed that these facts formed a body of evidence that could leave in the mind of Government no doubt as to the very urgent need for reform by some or all of the following measures—

(*a*) that the G. I. P. line should be **doubled** from Khandwa to Jubbulpore ;

(*b*) that additional **Rolling Stock and Engines** be provided ; that steps be taken to secure more systematic employment of those in existence, and that these steps should include the removal of all such doubt as was stated in Government's letter No. 2023, dated 9th July 1902, to exist regarding the obligation of one Railway to find Rolling Stock for goods destined for another line ;

(*c*) that additional **sidings** be constructed at inspecting stations ;

(*d*) that the **terminal facilities** in Bombay should be greatly and immediately increased, seeing that inadequacy in this respect might vitiate all other improvements.

The letter concluded by stating that, whatever the cause and whatever the remedy, it was becoming increasingly clear that the Railway system in this Presidency was not keeping pace in even reasonable measure with the development of trade and the progress of competing countries, and the Committee hoped that Government would not cease from pressing for the

removal of the existing difficulties as probably the most important of all measures for the material welfare of the country.

On the 12th November, by No. 2921, Government replied to this letter and enclosed copies of letters from the Agent and General Traffic Manager, G. I. P. Railway, to Government, dated 9th October and 28th September, respectively, dealing at length with the several points raised by the Committee. Both letters are so exhaustive that they ought to be read textually. They are printed in the Appendices. The Committee were very sensible of the thorough manner in which the questions had been gone into. They recognised the frankness and ability with which the causes and remedies of the congestion complained of had been stated, and they welcomed the assurance that the need for speedy reform is recognised both by the Railway and Government. These papers were studied by the Committee with the greatest care and interest; and in the reply addressed to Government on the 12th December it was cordially admitted that the staff of the G. I. P. Railway deserved credit for the use they had made of their imperfect facilities, and for the measures they had employed to deal with the enormous traffic of the past season. The papers in question left no doubt that the Committee were right in their contention that the **traffic had definitely outgrown the line,** and that the only effective remedies were the doubling of the section between Khandwa and Itarsi, and the extension of the Terminal facilities in Bombay. The Committee fully endorsed the request made by the Agent for all the facilities named in paragraph 15 of his letter, dated 9th October, and would have welcomed some such assurance as the Agent invited in the 16th paragraph of his letter to the effect that **no delays in the provision of funds** for approved works might be allowed to occur. For, without ignoring the financial difficulties with which the Government of Bombay had had to contend in recent years, the Committee were persuaded that a more liberal

and prompt expenditure on Railway communication would have paid Government, not only in traffic receipts but in the increased recuperative power of the country, and would, in the present instance, have been very fully warranted by the great profits made by Government on the G. I. P. Railway system for the last three years.

The Chamber undertook to bring to the notice of the local **Grain Dealers' Association** those passages in the papers which related to the alleged obstructiveness of certain branches of the Trade. This was done; and the Committee, at the request of the Association in question, subsequently furnished them with a copy of the correspondence. (*Appendix* **JJ.**)

SPECIAL COMMISSIONER ON INDIAN RAILWAYS.

Publication of his Report.

(See *Report for* 1901, *pp.* 12 *and* 186.)

Mr. Thomas Robertson, C.V.O., Special Commissioner on Indian Railways, who conferred with the Committee in the cold weather of 1901-02, returned to India in the end of 1902 and completed his examination. His Report was issued in the end of April 1903, and will for many years furnish texts for all railway controversy or discussion in this country. Extra copies of this Report were procured and distributed to the members of the Committee.

TELEGRAPHS.

Official Code Vocabulary.

Enforcement Abandoned.

(See *Chamber's Reports*:—1890, *pp.* 147, 242; 1894, *pp.* 206, 342; 1895, *pp.* 171, 651; 1896, *pp.* 97, 387; 1899, *pp.* 113, 301; 1901, *p.* 75; 1902, *pp.* 26, 207.)

It is with satisfaction that your Committee are able to report the success of the opposition offered by business men in many countries to the adoption of the Official Code Vocabulary.

Reference to the past reports of the Chamber will make it clear that the attitude of successive committees of the Chamber has been uniform on this important practical question; and the present Committee consider themselves fortunate in that it has fallen to them to carry to a favourable issue a protracted effort that had been sustained by a series of predecessors in office.

It may be remembered that the Report for 1902 brought this question down to the point where, in November of that year, the Committee, in its efforts to arouse foreign opinion to the seriousness of the situation, printed the correspondence that had passed with Government and distributed copies among the leading Chambers of Commerce of Europe. That correspondence closed with the letter of the Chamber to the Director-General of Telegraphs with the Government of India, dated 5th November 1902.

On the 4th of December 1902, the Director-General of Telegraphs acknowledged the receipt of that letter, and intimated that Government had not lost sight of the request of the Committee that the Indian Delegate to the forthcoming Telegraph Conference should be instructed to oppose any measure regarding compulsory use of the Official Vocabulary, and that their representations regarding the exclusion of certain words had also been noted. A reference to paragraph 1 of an earlier letter from the Director-General was understood to mean that the representations of the Chamber had, on this occasion, as in the previous instance, been communicated to the International Bureau of Telegraph Administrations at Berne.

This was borne out by the receipt of a letter from the Director-General, under date 8th January, with which were enclosed a letter and memorandum, dated 27th November from the said Bureau. In this letter of the 27th November, the Director of the **International Bureau stated** that he had subjected to a minute examination the list of codes

forwarded by this Chamber with a view to ascertaining which of the codes included in it had been incorporated in the new Official Vocabulary, and that the results of that examination were set forth in the memorandum that accompanied his letter. The text of these documents will be found in the Appendix, and it is unnecessary to recapitulate their matter here. It is well, however, to dwell upon one passage which appeared to the Committee to illustrate afresh the viciousness of the principles on which the work was proceeding. This passage was in the form of a note:—"*N.B.*—We must expressly point out that "all these codes have been subjected to revision, and that we "have not inserted in the new vocabulary any but the words "recognised as **grammatically correct** and as conforming "to the provisions of the International Telegraph Service "Regulations. Incorrect words have been communicated to "authors and publishers in order that they may bring their "works into conformity with the new Official Vocabulary."

In their reply to the Director-General of Telegraphs, under date the 15th January 1903, the Committee said:—"It is thus proposed to mutilate existing codes on purely academic grounds by the excision of such inflexions of known words as have received the practical sanction of telegraphic usage for years." It was added that such excision would entail the discarding of existing codes, the purchase of new editions, and the elaboration of new private codes founded thereon. So far as the general sense of the Berne communication was concerned, the Committee pointed out that nothing in that communication gave any assurance of the acceptance of the principle for which the Chamber had throughout contended—namely, that no inflexion of a known word, so long as it did not exceed the limit of ten characters, should be excluded. In conclusion, the Committee submitted that the exclusion of words on merely academic grounds was purely wasteful; and they renewed their prayer that the Indian and British

Delegates at the London Conference should be charged to oppose the adoption of the Vocabulary absolutely, pending the acceptance of some such logical principle as had been proposed in the previous letters of the Chamber.

Copies of this letter of the 15th January were likewise printed and forwarded to the leading **Chambers of Commerce throughout Europe**, and the replies received indicated that the matter was commanding greater attention. The **Leith Chamber of Commerce**, in a letter dated the 16th February, intimated that they had given notice of the intention to move at the Annual Conference of the **Associated Chambers of Commerce a Resolution** urging that the British Delegate should be instructed in the terms suggested by this Chamber's letter of the 1st May 1902. It was also apparent from the published "proceedings" of certain important Chambers that they had become alive to the imminence of the danger and were bestirring themselves. But some of the steps taken suggested that to many business men at home the question agitated by this Chamber was unfamiliar; and as the time for the assembling of the Telegraph Conference was approaching, and it seemed of the first importance to awaken a general sense of its seriousness, a letter was on the 27th of March addressed by the Secretary to the Editors of the leading **daily papers** in the United Kingdom.

On the 4th March, the Resolution proposed by the Leith Chamber of Commerce was duly adopted by the Association of Chambers of Commerce at their annual Conference held in London, and its adoption contributed to the passing of similar Resolutions abroad.

On the 7th of April, the "**Unione delle Camere di Commercio**" of Italy, having its seat at Rome, acknowledged the successive communications of this Chamber, and, while intimating their entire sympathy with the views therein set forth, they added that they had forwarded to the Italian

Government a formal recommendation that the Italian Delegate should be instructed to oppose the adoption of the Vocabulary. They further enclosed a copy of a pamphlet being issued by them for the purpose of informing commercial men of the dangers involved in such adoption. In a subsequent letter dated the 29th April, the same body informed your Committee that the Italian Government, for reasons stated, was of opinion that the Vocabulary might be adopted without inconvenience; and they suggested a doubt as to whether any success could, under these conditions, attend further action.

So also the Berlin Chamber of Commerce forwarded to this Chamber a copy of a letter dated the 11th May, and signed by no less than 78 Chambers of Commerce in the German Empire, which had been addressed to the Secretary of State for the Imperial Posts in Berlin, urging very much the arguments that had been used by this Chamber, but going even further in their demands, inasmuch as it was proposed that the Resolution of the Budapest Conference of 1896 should be rescinded definitely.

The Manchester Chamber of Commerce addressed the Postmaster-General on the 19th of March with a view to the issue of instructions to the British Delegates to "oppose the enforcement of the Vocabulary as the sole collection of words for use in code telegraphic messages;" and on the 18th of April the Postmaster-General replied that, after full consideration, he had issued the instructions desired. From the proceedings of that Chamber it appears that the Chambers of Commerce of New York and Chicago took steps in the same direction.

The Conference opened in London on the 26th of May 1903. The proceedings were private, and the only press report regarding them will be found in the *Times* of the

27th idem, page 10. From the *Times* of the 18th July, page 13, is taken the following communication made to the press by the Postmaster-General :—

"The International Telegraph Conference, which has recently been sitting in London, has completely revised the rules as to the use of code and cipher language in International Telegraphy. The **decision of the last Conference** that code telegraphy should, after a certain date, be limited to the words contained in the Official Vocabulary prepared by the International Telegraph Bureau **has been rescinded**; and whilst all the words conforming to the existing rules will still remain available for use in code telegrams, the area of selection will be largely extended. In future any combination of letters not exceeding **ten in number** will be passed as a code word, provided that it is pronounceable according to the usage of any of the languages to which code words have hitherto been limited—namely, English, French, German, Dutch, Italian, Spanish, Portuguese, and Latin. Other combinations of letters will be counted at **five letters to the word**, the prohibition of letter cipher which has hitherto prevailed being now removed. The grant of these facilities will not, of course, admit of combinations being formed by the running together of *bonâ fide* words. The public are recommended to avoid the use of letter cipher as far as possible in the compilation of their codes, as it is less easy to transmit than pronounceable groups of letters and therefore more liable to error. In cases where such cipher may be employed, it will be advisable to arrange it in groups of five letters in order to facilitate transmission. These alterations, together with a number of other changes in the detailed regulations, which will be announced in due course, will take effect on July 1st, 1904."

The Berlin Chamber of Commerce, in a circular letter of the 18th July, communicated the sense of this decision; and application was, on the 21st September, made by this Chamber to Government for some official confirmation in the matter, which, up to the time of compiling this Report, has not been received. (*Appendix* KK.)

TELEGRAPH CONFERENCE, LONDON, 1903.

Reductions of Rates.

(See *London Times*, 18*th July* 1903, *p.* 13.)

"The following reductions of rates were notified by the London General Post Office. The reductions to China, Corea, Formosa, Japan and the Philippine Islands have already come into force; the others will take effect not later than 1st July 1904:—

	From		To	
	S.	*d.*	*S.*	*d.*
Europe.				
Bosnia-Herzegovina	0	4	0	3½
Crete	0	6½	0	6
Gibraltar	0	3½	0	3
Greece	0	6½	0	6
Malta	0	6	0	4½
Montenegro	0	4	0	3½
Portugal	0	3½	0	3
Russia	0	5½	0	4½
Spain	0	3½	0	3
Africa.				
Tangier	0	5	0	4½
Tripoli	0	8½	0	7
West Coast:—				
Gold Coast—Accra and Secondi	5	7	4	8
Other places	5	9	4	10
Nigeria—Brass, Bonny, and Lagos	6	3	5	0
Other places	6	5	6	2
Sierra Leone	4	6	3	6

	From	To
Asia.	S. d.	S. d.
British Borneo—Labuan	5 0	3 6
Other places	5 3	3 9
China and Hongkong	5 6	4 5
Corea : Chemulpho, Fusan and Seoul *via* Great Northern Company...	6 2	4 10
Corea : Chemulpho, Fusan and Seoul *via* Eastern Co.	8 1	5 11
„ „ „ „ Indo-European		
Formosa	6 2	4 10
Japan *via* Great Northern Company	6 2	4 10
„ „ Eastern Company	7 9	5 8
„ „ Indo-European Company		
Phtlippine Islands.		
Luzon	5 9	4 5
Other Islands	6 2	4 10

"The ninth quinquennial Conference of the States adhering to the International Telegraph Convention was opened yesterday morning by the Postmaster-General, Mr. Austen Chamberlain, M.P., at the examination hall of the Royal Colleges of Physicians and Surgeons, Victoria Embankment, W.C. The following States were represented :—Argentine Republic, Austria, Belgium, Bosnia-Herzegovina, Brazil, Bulgaria, Cape of Good Hope, Ceylon, Commonwealth of Australia, Crete, Denmark, Dutch East Indies, Egypt, France and Algeria, Germany, Great Britain, Greece, Holland, Hungary, India, Indo-China, Italy, Japan, Luxemburg, Madagascar, Montenegro, Natal, New Caledonia, New Zealand, Norway, Persia, Portugal, Portuguese Colonies, Roumania, Russia, Senegal, Servia, Siam, Spain, Sweden, Switzerland, Tunis, Uruguay, and the United States.

"The proceedings were private; but the following official statement has been supplied to us:—

"'In welcoming the delegates, the Postmaster-General referred to the importance of the matters which they had met to discuss, and wished them success in their labours, which had for their object the amelioration of International Telegraphs in the interests of the public. Dr. Hennyey de Hennye, the principal delegate of the Hungarian Administration, responded in eloquent terms to the address of the Postmaster-General, and, as the representative of the Administration which last entertained the Conference at Budapest, gave a *resumé* of the events affecting the International Telegraph Convention, which had occurred since the last Conference. M. Delarge, the senior delegate of Belgium and *doyen* of the Conference, followed with a friendly speech; and M. Pereira, the delegate of Portugal, also thanked the Postmaster-General for the welcome which he had extended to the delegates, and joined in the wish that the result of the Conference would be beneficial to the Telegraph world. The business of the Conference will go on from day to day until the end of June. Mr. J. C. Lamb, C.B., C.M.G., the principal delegate of Great Britain, was chosen President of the Conference, and Mr. John Ardron and Mr. P. Benton, Vice-Presidents. The following Presidents of Committees were appointed:—M. Delarge (Belgium); M. Sydow (Germany); M. Neubauer (Austria); M. Bordelongue (France): and these gentlemen are to be assisted by the following Vice-Presidents:—M. Gvozditch (Servia); M. Sevastianoff (Russia); M. Pop (Netherlands); and M. Pereira (Portugal). The secretarial duties of the Conference will be carried out by the International Telegraph Bureau of Berne, which is represented by M. Colonelle Frey, the distinguished Director of the Bureau, M. Eschbaecher, the Vice-Director, and M. Homberger. On the nomination of the President, Mr. N. Hautrive, Mr. J. I. DeWardt, and Mr. J. F. Lamb,

of the General Post Office, London, were appointed as British Secretaries to the Conference."

TELEGRAPHS.

INLAND TELEGRAMS.

CHANGES OF RATES BY GOVERNMENT.

On the 10th February 1903, the Committee addressed the Director-General of Telegraphs on the subject of the last Administration Report of the Telegraph Department, with a view to procuring a reduction in the charges made for inland telegrams. It was, however, realized that any substantial reduction in the charges of the various classes of telegrams would probably entail the virtual abolition of one or other of those classes. It was recognised that the **notable Improvement** in the expedition of the Deferred Class was, in a sense, **equivalent to a reduction** of rates, seeing that for the deferred charge the public now receive practically the same service as was formerly paid for on the Ordinary scale. The **Bengal Chamber** recommended the abolition of the Ordinary Class and a reduction in the minimum charge for the Urgent Class from Rs. 2 to Re. 1. It appeared to the Committee of the **Bombay Chamber** that this dual change would, in effect, abolish not the Ordinary but the **Urgent Class.** The latter was essentially a class of privileged telegrams protected from competition by a very substantial difference of charge; and it was of very great importance to trade that it should be possible to insure by some such charge the immediate despatch and delivery of messages on which very large sums might depend. The Committee, in their letter to Government, urged that the charge should be high enough to deter the body of the public from incurring it with frequency. They suggested that the minimum charge for the Urgent Class should be at least Re. 1-8 for 16 words, including the address. Another point which the Committee

urged was that some restriction should be put upon the number of words allowed free in the **address**, as the present liberality in this respect puts no premium on brevity, which the public might be taught to study without entailing additional trouble in the effort to deliver messages insufficiently addressed. They, therefore, proposed that the word "Ordinary" should be discarded and that the terms "Deferred" and "Urgent" should be retained as more clearly denoting the relation of the two classes of messages.

By Resolution No. 1621 C. W.-T., dated Calcutta, the 2nd December 1903, the Government of India gave formal notice of a revision of the Indian Inland Telegraph Tariff which had already been foreshadowed. The following are the revised rates as intimated:—

Private and State Messages.

Class.	Unit Number of words.	Unit Rate.	Each additional word.	Address.
		Rs. a. p.	Rs. a. p.	
Urgent	16	2 0 0	0 4 0	To be charged for.
Ordinary ...	16	1 0 0	0 2 0	Do.
Deferred ...	4	0 4 0	0 1 0	Six words free.

Press Messages.

Class.	Unit Number of words.	Unit Rate.	Each additional word.	Address.
		Rs. a. p.	Rs. a. p.	
Ordinary ...	48	1 0 0	0 2 0	To be charged for.
Deferred ...	48	0 8 0	0 1 0	Six words free.

As the Resolution in question gives a good summary of the changes made since 1881, it is printed among the appendices. (*Appendix* LL.)

TELEGRAPHS.

Refunds on Repetition Messages.

In January 1903 a representation was made to the Committee by a member on the subject of the cumbrous procedure governing the refund of charges paid for the repetition of telegrams mutilated in transit. All such refunds had to be referred to the Check Office in Calcutta, and the delay attending that system was a source of much inconvenience. The Committee decided that the Director-General of Telegraphs should be addressed on the subject; and on the 10th January they did so, and begged that arrangements should be made whereby these matters could be dealt with on the spot, and refund made without delay.

On the 29th April, a letter was received from the Director-General of Telegraphs stating that it had been decided that at certain centres, *viz.*, Calcutta, Bombay, Madras, Karachi and Rangoon, **refunds** due on repetition messages might in future be made **locally** at the Centre Office, provided that an application was handed in **within three days** of the date of issue of the correction memo. Later applications must be made, as hitherto, to the Superintendent, Check Office, Calcutta. The Director-General's letter, together with the specimen forms for application of refunds, was circulated to members, and the letters will be found among the Appendices. The new procedure came into force on the 30th June 1903.

In February the Director-General of Telegraphs presented the Committee with a large revised Telegraph Map of the World, published in 1902 by the International Telegraph Office at Berne, which was duly acknowledged with the best thanks of the Committee. (*Appendix* **MM.**)

TELEGRAMS, FOREIGN.

Sender's Name to be at the End of Message.

(See *Report for* 1902, *p.* 208)

Intimation was received that the Telegraph Department had decided from the 1st May 1903 to adopt, so far as Foreign telegrams are concerned, the practice of signalling the "Person From," *i.e.*, the sender's name, at the end of the text of the telegram instead of before it. This is in accordance with the recommendation which the Bombay Chamber had the honour to make to Government on the 1st May 1902, and brings the Indian practice into conformity with that of other countries.

TELEGRAPHS, MARINE.

Imperial Cable Communications. General Information.

(See *Chamber's Report*, 1901, *p.* 70, *and* 1902, *p.* 21.)

Below will be found an interesting paper reprinted from the London *Chamber of Commerce Journal*, which shows the more important cable subsidies paid by the Governments concerned, the cost of construction and various statistics, technical data, etc.

THE LAYING OF CABLES.

Statistics, Technical Data, &c.

Total Length and Capital Value of Cables so far Laid.

The total length of telegraph cable so far laid at the bottom of the sea, down to the present time, is over 200,000 N.M., representing about fifty millions sterling. These last figures are the actual capital originally invested in the various Cable Companies. The present market value of their united capital greatly exceeds that figure, the shares of the "Eastern" Com-

pany, for instance (which owns by far the largest individual cable system), being worth 50 per cent. more than their original value.

SUBSIDIES.

The following are some of the more important subsidies paid by the Governments concerned :—

In 1869 the West India and Panama Telegraph Company had certain subsidies for inter-insular cables from English and French Colonies in the West Indies for ten or twelve years.

Some years later subsidies amounting to £32,400 per annum for twenty years were obtained from the Australian Governments by the Eastern Extension Telegraph Company for telegraphic communication with Australia.* A little later a sum of £4,000 was voted for a cable from Australia to Tasmania.

In 1879 the Eastern and South African Telegraph Company was subsidized by Government to the extent of £55,000 per annum for twenty years for the cables on the East Coast of Africa from Aden to the Cape—*i.e.*, £35,000 from Great Britain, £15,000 from Cape of Good Hope, and £5,000 from Natal—about sufficient to pay for the cable in fact. It may be remarked that the cable was very urgently needed at the time.

In 1885 the African Direct Telegraph Company (of the "Eastern" group) laid cables down the West Coast of Africa to the Cape, subsidized annually for twenty years by £19,000 from Great Britain and £6,000 from Germany. In the same year the West African Telegraph Company (now absorbed with the "Eastern" group) obtained £32,000 from Portugal and £12,000 from France for cables establishing communication with these countries Colonies on the said coast. These were annual subsidies for twenty-three years.

* This sum was first paid in 1879 in order that the "Eastern Extension" Company should duplicate the Penang-Australia cable, which had been frequently interrupted since it was first laid in 1870.

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A few years later (1893) the "Eastern and South African" Company laid a cable from Zanzibar to Mauritius *via* Seychelles, subsidized by the Home Government to the value of £28,000 per annum for twenty years.

In 1889 it was agreed by the Home Government to pay £8,500 a year for twenty years to the Halifax-Bermuda Cable Company for a cable between those points.

In 1896 the Direct West India Cable Company entered into an agreement with the Home Government for £9,000 a year for twenty years in respect to a cable between Bermuda and Jamaica.

Cable Construction and Shipping Output of Great Britain.

About 100 N.M. per day.

Cost of Construction.

The cost of a submarine telegraph cable may nowadays be roughly estimated at £150 per nautical mile, but this figure varies a good deal with the working speed aimed at, as well as on the length of section and other considerations.

Speed of Cable Laying.

About seven knots, but up to ten sometimes.

Slack.

5 to 15 per cent.; average, 10 per cent.

Cost of Laying.

The cost of submersion may generally be roughly estimated at about half as much again as the cost of construction.

Life of a Cable.

This can be almost anything from five to, say, twenty-five or even thirty years, *i.e.*, before it gets into such a poor state that it becomes cheaper to lay a new line than to risk the chance of protracted, and possibly unsuccessful, attempts at repair. Nowadays, when the type is carefully selected subsequent

a complete survey—assuming that the cable is of good manufacture and carefully laid—there is no reason that it should not last the longer period named, provided that the bottom be ooze, and that there is a complete absence of casual sources of detriment, such as earthquakes, ships' anchors, rocks, coral, sharks, saw and swordfishes, teredoes, vegetation, plant life, obnoxious minerals or submarine springs—all found in shallow rather than in deep water.

Two inches of good substantial mud or ooze, which may as a rule be found in deep water, are the best possible preservatives for a cable; and "the deeper the water, the better the bottom, the safer the cable" may safely be taken as an axiom.

Probably the record case of freedom from repairs is the "Brazilian Submarine" Company's St. Vincent-Pernambuco cable, which lasted nine years after being laid before any sort of fault showed itself—even in the shallow water approaches.

Cost of Maintenance: Duration and Cost of Repairs.

The maintenance of a cable is usually put down at something between £6 and £8 per N.M. per annum. There is, however, a great element of luck attached to this—to wit, the £95,000 entailed in repairing the 1874 Atlantic, occupying over a year. Luck, here, is almost entirely a question of weather and the condition of the cable near the seat of repairs. To give another example more directly dependent on the weather: The Aden-Bombay section was once broken in 1,900 fathoms for 251 days. For 148 days operations had to be entirely laid aside owing to a monsoon. Ultimately 176 miles of cable were required to effect the repair.

Value as an Investment.

Although—at first sight at any rate—a somewhat risky property, deep sea telegraphs have generally proved a very remunerative source of revenue. Depreciation, however,

forms an important factor in the accounts of a cable-owning company. A large renewal fund is thereby rendered essential, especially as the first cable laid between two given points is never regarded in these days as sufficient for its owners to rely upon solely and permanently—either in their own interests or in those of the telegraphing public.

Thus, the necessary sinews of war are considerable. Nevertheless, investors in cable stock obtain a good return for their money in the long run; and examples are not wanting of very quick and profitable returns. For instance, the original Malta-Alexandria cable earned as much as £3,000 in a single week soon after it was laid, or at the rate of £117 per N.M. per annum. Again, between 1864 and 1869 the Persian Gulf Cable was earning at the rate of £100,000 per annum.

Number of Cablegrams conveyed Per Annum.

In land telegraphy the number of messages conveyed through the British Postal Telegraphs is at the rate of $1\frac{3}{4}$ messages per head of the population per annum. Nothing like this rate can be found in the case of cablegrams. Roughly speaking, about six million messages pass over the entire network of the world's cables in the course of a year, which is equivalent to about 15,000 for each day of twenty-four hours. Since the first lines were laid, the number of messages have increased out of all proportion to the increased mileage of cable provided to convey them. Indeed, but for the code system, the existing cables or working staff could not possibly cope with the traffic as it is at present. About 90 per cent. of the messages sent over cables are in cipher or other code language.

Rate of Cablegram Transits.

The average time occupied in the transit of cablegrams has been enormously reduced for public traffic. Where formerly it took an average of five or ten hours to transmit a message between certain given points, from thirty to sixty minutes now

suffice for extreme points, and between many stations that time is as low as from three to five minutes. The companies should receive all credit for these advances.

Working Speed of Cables.

Since the application of automatic (machine) transmission to submarine cables within recent years, the speed is, practically speaking, only limited by the type of conductor and insulator adopted—*i.e.*, by considerations of initial cost. The last three Atlantic cables have sufficiently large conductors and insulators to enable automatic working up to nearly fifty words a minute (simplex). The speed of cables worked manually—provided the core (conductor and insulator) is of sufficient dimensions for the length—is only limited by the speed the clerk can work the transmitting key, say twenty-five to thirty words a minute (simplex). The working speed of any cable is dependent, inversely, on the product of the conductor resistance and the electrostatic inductive capacity of the cable, and varies, inversely, with the square of the length—*i.e.*, if a cable of given type is doubled in length, the working speed becomes a fourth of what it was with the original length.

Practically all cables—altogether apart from duplications—are duplexed nowadays. The result of this is to very nearly double the earning power of the cable by enabling messages to be sent in both directions at the same time without hardly reducing the effective speed in either.

India-rubber as an Insulator.

Lest the scarcity of gutta-percha should be seriously considered, attention may be called to the fact that a very considerable length—somewhere about 2,500 N.M.—of cable insulated with vulcanized India-rubber has been worked through for years and is doing good service. India-rubber is superior to gutta-percha for tropical waters, infested with teredoes or sword and saw fishes—such as abound in moderate depths.

Engineering Statistics.

Greatest known depth at sea bottom—4,656 fathoms—off the Kuril Isles.

Minimum temperature at sea bottom = 34° Fah.

Greatest depth at which a cable has been laid = 3,200 fathoms, Pacific Cable (Vancouver-Fanning Section); also 3,113 fathoms, Bermuda-Turks Island Cable.

Greatest depth at which a cable has been repaired = about 2,700 fathoms, between Lisbon and Madeira.

N.B.—1,000 fathoms = one nautical mile = 6,087 ft.

Longest length of any cable section laid = 3,174 N.M., Brest-Cape Cod Cable.

Greatest length of any cable worked = 3,700 N.M.

In 1866 an experiment was made for working through the second and third Atlantic cables looped together. The battery consisted of a few drops of pure sulphuric acid in a silver thimble with a fragment of zinc weighing a grain and a half. The instrument used was the Thomson mirror galvanometer, the signals obtained being excellent. 4,733 N.M. of cable have, it is believed, been worked through, *for experimental purposes*, more recently.

Tariff.

A curious example of the variability of rates to spots about equidistant is provided in the instance of Shanghai or Hong-Kong and Vladivostock; a telegram to both the former costs 5*s.* 6*d.* a word, whereas to the latter it may be sent for 1*s.* 3*d.* a word. Another instance, recently called attention to by Sir Edward Sassoon: France can send a message to her West African Colony, Senegal (St. Louis), for 1*s.* 3*d.* and to Cutana for 1*s.* 7½*d.* a word, while we have to pay 6*s.* 3*d.* a word to Accra, 7*s.* 1*d.* to Lagos, and similar tariffs to other British possessions on the Gold Coast. Yet another case of cheap

telegraphy enjoyed by Frenchmen has sometimes been referred to : that of Tunis or Algeria at ½*d.*, as compared with our rate to Egypt at 1*s.* 9*d.*, but the cables to Algiers and Tunis are really French Government cables. We have also the Atlantic Cable tariffs, which—under the existing state of affairs of fifteen cables, and, at any rate, one company opposing a joint purse—are now fixed uniformly since 1888 at 1*s.* per word instead of a minimum £20 for twenty words as at first, when a monopoly existed. The Atlantic rates were lowered to 6*d.* for eighteen months on trial ; they were afterwards raised back to 1*s.*

WIRELESS TELEGRAPHY.

Progress.

The extent to which wireless telegraphy has obtained recognition as a practical concern may be gauged from the holding of the Conference at Berlin on the international regulation of this form of telegraphy. The proceedings were published in November 1903 in a Blue-book [Cd. 1832] ; and the text of the Final Protocol will be found in the *Times* of the 17th November, page 12.

TELEPHONE SERVICE IN BOMBAY.

In response to enquiries from the Ceylon and Madras Chambers of Commerce as to the general working of the Telephone Service in Bombay, the Committee, under dates 6th March and 2nd July 1903, furnished the following particulars :—

The service is in the hands of the Bombay Telephone Company, Ld., who hold a license from the Telegraph Department. The policy of this department now is not to compete with the company, and applicants for private wires are referred to the company. The Telegraph Department undertakes telephone service only for

Government purposes—namely, Military, Post Office, Rifle Ranges, etc. The company has to give notice to the Telegraph Department at least seven days before establishing connection for a subscriber, and in doing so must give the name and occupation of the subscriber, must state the route to be followed, and must apply for sanction, seeing that they are bound to avoid interference with the erection of any telegraph posts or wires. The company pays royalties at the rate of "five per cent. of the gross amount of every sum of money paid to them as rent, etc., etc.," when situated within the limits specified in the particular license. The royalty in respect of lines beyond these limits is six per cent.

The company's lines extend outside municipal limits and cover a distance of some fourteen miles or more. The same company has an exchange in Ahmedabad, but this is not connected with Bombay.

The rates of subscription are as follows :—

Mercantile Firms, Joint Stock Companies, Banks, Brokers, Clubs, Shops, etc.	Rs. 200 per annum.
Mills	„ 250 „
Private residences	„ 110 „

Private wires, *i.e.*, between two places, according to distance—

Under half a mile	Rs. 100 per annum.
Above ½ mile and under 1 mile	„ 150 „
Above 1 mile and up to 2 miles	„ 200 to Rs. 250 per annum, according to circumstances.

There is a continuous service, operators being on duty both at night and on Sundays. The above charges cover both Sunday and night service.

Under date 23rd May 1903, the Committee received a communication from the Director-General of Telegraphs embodying an enquiry from the Postmaster-General and Director-General of Telegraphs, Colombo, as to whether the statement of the Ceylon Chamber of Commerce that in Calcutta, Bombay and Madras the Oriental Telephone Company gives satisfaction to its subscribers, is borne out by facts. The Director-General added that the information was required to enable the Postmaster-General and Director of Telegraphs, Ceylon, to submit a report to the Government of Ceylon on certain representations made to that Government by the Colombo Chamber of Commerce as to the alleged inefficiency of the Government Telephone Service in that island.

In their reply dated 18th June, the Committee stated that they were only prepared to give a very qualified assent to the statement that the service in Bombay gave satisfaction. They stated that the service on the whole was a great convenience to the subscribers, but that in many directions the Committee thought improvements were possible. Not being able to compare the Ceylon service with that of Bombay, the Committee were unable to say whether the improvements they had in mind existed in Ceylon or not, but in the direction of rapid connexion and disconnexion, more modern instruments, etc., the Committee were confident improvement was possible. (*Appendix* **NN.**)

NEW MAIL CONTRACT.

In the House of Commons, on May 12th, Mr. Austen Chamberlain, then Postmaster-General, announced, in reply to the remarks of a Member, that notice had been given to terminate the existing Mail Contract with the P. & O. S. N. Co. He said it was proposed to refer future arrangements, in which India and Australia must be

consulted, to an inter-departmental Committee, upon which the India and Colonial Offices and the Admiralty would be represented.

This subject being of the utmost importance to Bombay, the Committee of the Chamber, on receipt of the above statement, at once began to deliberate. Their deliberations involved a close and protracted study of all the factors, some of the most interesting of which, being of a confidential nature, cannot be published even in this Report. The general scope of these proposals was first embodied in a telegram to Mr. Marshall Reid, who, on behalf of the Chamber, was discussing certain matters with the Government of India at Simla in the beginning of June. The proposals eventually found definite expression in a letter to the Government of India, dated 1st July. Briefly, the Committee recommended **an acceleration of three days** upon the present timing, which could be accomplished by a service of 18½ knots. They recognised that such a speed as they proposed would probably be impracticable with any existing fleet likely to tender, and that a **short period contract** would not afford sufficient scope for the profitable development of such speed. It was therefore urged that Government might consider the expediency of extending the period from **7 to 15 years**, stipulating for an acceleration of 48 hours during the first three years and a further acceleration of 24 hours during the remainder of the period. The question of **days of departure and arrival** was referred to; and the Committee recommended a departure from Bombay on Friday or Saturday, and added that to change these days to Sunday or Monday would be most undesirable. The Committee added that, in their opinion, Brindisi was best adapted as the European port of arrival and departure; but whatever port might be eventually chosen, they suggested that stipulation should be made for such a **train service**

between that port and Calais, as would give a uniform speed of not less than **40 miles an hour, including stoppages.** (*Appendix* OO.)

MAILS.

CONTRACT FOR THE CARRIAGE OF MAILS IN INDIAN WATERS.

The existing contract is held by the B. I. S. N. Co., Ld. It expires on the 30th April 1904, provided that a year's notice of its determination is given. Developments, actual and prospective, in the Persian Gulf and hinterlands have modified the conditions and requirements of this service; and the Government of India, towards the end of 1902, resolved to give the notice contemplated. On the 10th of December 1902 the Government of Bombay, in the General Department, issued a Resolution No. 6860, quoting certain facts and correspondence bearing upon the question of a new contract, and on the 22nd of the same month a copy of this Resolution was forwarded to the Chamber by the Collector of Customs with a request that Government might be favoured with an expression of the opinion of the Chamber "on the several questions raised in the letter from the Director-General of the Post Office."

A **Sub-Committee** of four members, including Mr. A. M. Monteath, of Messrs. Mackinnon, Mackenzie & Co., was appointed; and in the later stages of their deliberations they had the advantage of the presence of Mr. W. Maxwell, who was Postmaster-General in Bombay, and of certain commanders of the British India Company's vessels regularly sailing in the Gulf. Mr. Maxwell, having been officially consulted by Government in the matter, was unable to discuss some aspects of the question with the Committee; but, with his well known courtesy and efficiency, gave them such guidance as they required on matters of fact. The

question was examined with very great thoroughness and at considerable length, a variety of time-tables based on various speeds and routes being canvassed. The Sub-Committee made their Report in the end of January, and on the 13th of February the Committee of the Chamber, having carefully discussed the issues presented, communicated to the Collector of Customs certain recommendations of which the following is a summary :—

(*a*) That the **speed of the Direct Weekly Service** between Bombay and Karachi, which is at present 13 knots, should be increased to at least 15 knots, if possible to 16 knots, and that the mails from Karachi should arrive in the Port of Bombay not later than 6 A.M.

(*b*) That the **speed of the Second Direct Weekly Contract Service** between Bombay and Karachi, at present 10 knots, should be increased to at least 13 knots.

(*c*) That the **Third Weekly Contract Service** between the same ports, calling at the coast ports of Kathiawar and Cutch, should be maintained, and that its speed should be increased to 11 knots in place of 9 as at present.

(*d*) That, with reference to para. 6 of the letter No. 86 F. P., dated 8th March 1902, from the Director-General of the Post Office to the Government of India, a Weekly Contract Service, **independent of cargo**, should be established between Karachi and the Persian Gulf.

For the details and grounds of these proposals Members are referred to the text of the letter to Government and to certain notes of data that may be useful on a future occasion, all of which will be found in the Appendix.

It was stated that the broad aim of these proposals was that persons in **Bombay and Basra, respectively,** should be able to despatch a letter and receive a reply in about 14 days. To this end it was further recommended that Mail steamers should be exempt from the prohibition to **enter or leave the port of Karachi at night.**

The Committee also specially endorsed certain proposals made by the Director-General of the Post Office regarding the Mail service between **Tuticorin and Colombo,** which are succinctly stated in paragraph 9 of his letter No. 1277 F. P. (*Appendix* **PP.**)

MAILS, HOMEWARD.

Detention till arrival of Karachi Mails.

(See *Report*, 1902, *p.* 33.)

At the time of printing the Report for 1902, no decision had been announced by Government regarding the proposal of this Chamber that in cases where the arrival in Bombay of the Homeward Mails from Karachi is delayed, power should be given to the Postmaster-General to detain the Homeward Mail Steamer for a period of **ten hours** instead of a maximum of four which was then permitted.

The matter was willingly taken up by Mr. Maxwell, whose administration as Postmaster-General was marked throughout by the greatest energy and consideration for the practical efficiency of his department. The passing of actual orders was, however, attended by some delay, which was understood to proceed from the fact that certain **powers,** including the power to order such detention by the Homeward Mail as was in contemplation, were, under the Mail Contract, **vested in the Postmaster-General** at Home, and had not yet been formally delegated to the Indian Postal authorities. The Committee had reason to believe that, pending such formal delegation

to powers, an arrangement was being made with the P. & O. S. N. Co., whereby the detention might be very greatly extended; and on the 9th May they received from the Postmaster-General official information that the Sind and Persian Gulf Mails had, as regards detention of the Homeward Mail Steamer, been placed in the same position as the Mails from Calcutta, Madras, Lahore, and Burma, and that in future the Homeward Mail might be detained for a period not exceeding **twenty-four hours** when the Karachi steamer conveying the Sind and Gulf Mails was late in reaching Bombay.

The Committee considered this result of their representation very satisfactory, and communicated a copy of the letter to the Karachi Chamber. (*Appendix* QQ.)

MAILS.

Post Office Mail Agents on Steamers.

In the beginning of 1903 one of the Post Office Mail agents travelling on the Mail steamers between Aden and Bombay was convicted of theft of certain valuables which had been in his official care; and on the 23rd of February certain members of the Chamber drew the attention of the Committee to the case and suggested that the Postmaster-General should be invited to enhance the scale of salary paid to these agents, so that the services of officers of commissioned rank might be secured. It was known that many years ago the salaries paid for these services were much higher than at present; but while the letter in question was before the Committee it was ascertained that in more recent years an increase in the scale of pay had been obtained from Government. The matter was carefully considered at the Meeting of Committee held on the 18th of March; but, as it seemed doubtful whether, under existing conditions, the restoration of the salaries to their original level would obtain the services of officers of the rank

desired, it was decided to rest content with having brought the question unofficially to the attention of the authorities concerned.

MAILS TO AUSTRALIA AND THE EAST.

PROHIBITION BY THE AUSTRALIAN COMMONWEALTH OF COLOURED LABOUR ON MAIL STEAMERS.

(*Australian Post and Telegraph Act*, 1901.)

(See *Chamber's Report* 1902, *p.* 67).

On the 17th April 1903 Mr. Chamberlain, as Colonial Secretary, addressed the Governor-General of Australia on the question of the termination or extension of the contracts with the P. & O. and Orient Companies and, in connexion therewith, deprecating the exclusion by the Commonwealth of coloured labour from Mail steamers. The Colonial Secretary pointed out that consistently with the assurances given to the Indian subjects of the Empire in the Queen's Proclamation of 1858 it was impossible that H. M.'s Government should be a party to any such exclusion, but he suggested that the placing of homeward mails on board a returning P. & O. steamer "*engaged by the Postmaster-General independently of the* "*Commonwealth Government*" was not necessarily incompatible with the provisions of the Commonwealth Post and Telegraph Act.

The matter was discussed in a leader in the *Times* of 11th September 1903, and in a letter to that journal appearing on the 11th idem, and in the paper of June 20th, 1903, will be found a telegram from Adelaide stating that the Associated Chambers of Commerce, then sitting there, had passed a resolution condemning the clause in the Post and Telegraph Act limiting the carriage of Mails to ships on which only white labour was employed, as such clause imperilled the securing of a satisfactory mail service and violated British obligations to British subjects. (*Appendix* **RR.**)

POSTS, INLAND.

NATIVE STATES—NIZAM'S TERRITORY.

Postal Relations.

British Post Office at Tulzapur wanted.

A letter was received on the 13th July from the inhabitants of Tulzapur inviting the Chamber to exert itself in favour of the establishment of a British post office at that place. It was explained that Tulzapur is a place of pilgrimage and of considerable trade in the Osmanabad district of H. H. the Nizam's Dominions.

After due consideration by the Committee a letter was written to the signatories informing them that the matter was not one in which the Committee as then advised would feel justified in intervening, and it was suggested that the applicants should address the Resident at Hyderabad on the subject.

A letter dated 2nd March was received from the Chairman of the Madras Chamber of Commerce enclosing a copy of a letter that had been addressed to that Chamber by one of its members regarding postal arrangements between British India and those places in the Nizam's Dominions where there are no Imperial post offices. It was complained that not only was there a delay in the delivery of letters addressed to such places, but that the letters were charged double postage, that is to say, that British India postage stamps were not recognised by the Nizam's Postal Department *(and vice versa)*, and a letter had either, when posted in British territory for a place in the Nizam's Dominions where there was no Imperial post office to bear a Moglai stamp of equal value and in addition to the British India stamp, or in the absence of such Moglai stamp it was on delivery charged with such deficiency. In other words, a letter could be sent for less postage to, say, New Zealand or the United Kingdom or to the farthest place within the Postal Union than to a place some half way between Bombay and Madras.

It was ascertained that there are special arrangements between the British India Postal Department and certain other Native States, in virtue of which no difficulty occurs in the interchange of correspondence.

The position in regard to Hyderabad was considered to be so anomalous and archaic that it was resolved by the Committee to address a protest on the subject to the Bombay Government, to whom accordingly the Secretary wrote on the 25th March, pointing out the state of the matter and urging that the Government of India should be asked to take steps to remove a vexatious inconvenience whose very triviality made it the more unaccountable and irritating to correspondents in both States.

The Committee's letter was acknowledged by the Government of Bombay with an intimation that the matter had been submitted to the Government of India, and, subsequently, on the 10th July a letter was received from the Bombay Government stating that the Government of India had intimated that the matter was receiving their consideration.

A copy of the Committee's letter was communicated to the Madras Chamber. (*Appendix* **SS.**)

SHIPPING.

Poops, Peaks, Shelter-decks, etc.

Stowage of Cargo in.

Representations were made to the Committee during the year as to the advisability of laying down a ruling to govern the stowage of cargo in Poops, Peaks, etc. **A Special Committee,** consisting of the Chairman, Messrs. F. A. Reddie, Frank Ritchie, A. Zygouras, and Devkaran Nanjee, was accordingly appointed to consider the matter. After much discussion it was decided to recommend to the general Committee that a rule, on the lines mentioned below, should be

formulated and communicated to members with the intimation that it should govern all charter parties and shipping orders made **on and after 1st November 1903**, and in respect of which no express arrangement to the contrary had been made. The proposed rule was in due course considered by the general Committee, and, having been approved by them, was notified to Members by Circular dated 5th October 1903. It will be submitted for confirmation at the next general Meeting, but it has been recommended for general adoption pending the holding of such meeting. The rule is as follows :—

> "In case of vessels holding a certificate from Lloyd's Surveyor or another recognised Marine Surveyor that the Peak, Poop, Bridge-deck, Shelter-deck and/or Awning-deck of such vessels is/are fit to carry dry and perishable cargo, and provided always that at time of chartering or of the issue of shipping order, as the case may be, no express arrangement has been made to the effect that cargo is not to be stowed in such spaces, such spaces shall be regarded as part of the ordinary stowing space of the vessel, and charterers under a charter and/or shippers under a shipping order shall be bound to supply cargo to load in such spaces, and owners shall be bound to place such spaces at the disposal of charterers and/or shippers for the stowage of cargo therein, and freight in respect of cargo so stowed shall, unless otherwise specially arranged between the contracting parties, be payable at the full ordinary rate contracted for under the charter or shipping order, as the case may be."

SHIPPING.

Rules regarding entry outwards.

In a communication addressed to the Chamber on 18th July 1903 by the Collector of Land Revenue, Customs and Opium, the Committee were informed that there was under consider-

ation a proposal to modify the present rules regarding the entry outwards, so that a vessel about to arrive might be entered outwards within a time not exceeding three days before such arrival. It had been suggested that this modification might lead to confusion and disputes between ship agent and shipper in the case of time-charter ships, and the Collector accordingly asked for an expression of opinion from the Chamber on this point.

The Committee were of opinion that no confusion or dispute was likely to arise in consequence of the proposed change, and they addressed the Collector to this effect under date 23rd July 1903.

In connexion with this matter a Member of the Chamber enquired, on 28th August, as to whether it was understood that steamer agents could get vessels entered outwards within three days of their expected arrival. The Committee, however, had no information on this point later than that of the 18th July, the date on which the Collector addressed the Chamber, and they therefore were unable to furnish the desired information. (*Appendix* TT.)

RED SEA LIGHTS.

(*See Chamber's Reports*, 1899, 1900, 1901, *and* 1902.)

A reference to the Chamber's Report for 1902 will show that, in a communication addressed to the Committee by the Bombay Government, under date 17th January 1903, it was stated that a Commission, composed of representatives of the Admiralty and the Light House Administration, was about to start for the Red Sea to take delivery of the light-houses which, as soon as this formality was accomplished, would commence working. It was also added that His Majesty's Ambassador at Constantinople, who had communicated the above information

on the authority of the Ministry of Marine, would report in due course the date on which the new lights would be put into use.

No further official communication reached the Chamber; but on 1st July 1903 a paragraph appeared in the *Times of India* stating that the Master of the s. s. *Arabia*, of the Anchor Line, on arrival, reported that the lights on Jebel Tir, Centre Peak, Abu Ail and Mokha were not then showing. Acting on this information, the Committee addressed the Bombay Government, under date 3rd July 1903, calling attention to the continued danger to shipping arising from the absence of these lights, and renewing the representations repeatedly made by the Chamber on this subject; and begging that Government would not cease from exerting every effort to obtain the earliest possible exhibition of the lights in question.

On the 28th August 1903, Messrs. Killick, Nixon & Co. informed the Chamber that the Captain of the s.s. *Eden Hall*, which arrived in Bombay on the 26th August, stated that he passed Jebel Tir, Central Peak, Abu Ail, and Mokha on the 18th, and that the lights were not then showing.

Under date 2nd October 1903, the Bombay Government, in acknowledging the Chamber's letter of 3rd July 1903, stated that intimation had been received from the Foreign Office through the Government of India that the Turkish Government were urged in July last to issue without delay the usual notice informing navigators that the new light-houses in the Red Sea would be lighted at an early and fixed date, and that the Turkish Government gave assurance that this matter would receive their immediate attention. A further communication was received by the Chamber from the Bombay Government, dated 2nd November 1903, stating that information had been

received from the Government of India to the effect that the four new light-houses in the Red Sea would be lighted on 1st October 1903, and that the usual notice to mariners would be issued by the Turkish Government.

In acknowledging receipt of this latter communication, the Committee, under date 11th November 1903, informed Government that the P. and O. steamship *Egypt* left Suez for Bombay on the 22nd October and passed the lights at Jebel Tir and Mokha during daylight. Those on Abu Ail and Centre Peak Zebazir Group were passed at night and no lights were exhibited. The s.s. *Assaye* of the same line left Suez on the 26th October and passed Jebel Tir and Centre Peak in daylight. Abu Ail and Mokha were passed at night and no lights were exhibited. The Committee stated that commanders of steamers had been officially advised by the **Board of Trade**, that these lights would be working on and after 1st October 1903. Believing that Government would recognise the danger inherent in the present position, the Committee expressed the hope that immediate steps would be taken to minimise the risk of accident to shipping.

On 14th November 1903, information reached the Chamber that the Commander of the s.s. *Arabia*, which arrived in port the previous day, reported that he passed Jebel Tir and Centre Peak at night and that no lights were exhibited. This fact was communicated to Government. (*Appendix* **UU**.)

BASSES AND MINICOY LIGHTS.

From the Finance and Commerce Department of the Government of India the Chamber received a communication, dated 25th September 1903, stating that an order by His Majesty in Council, dated 10th August 1903, had been received from the Secretary of State for India, directing the levy, with effect from the 1st of October 1903 (or from the date

of receipt of the order, if that date is later than the 1st October), of revised dues in respect of the Basses and Minicoy Lights. The Government of India accordingly published the following order in the official Gazette :—

> "In respect of the Great Basses and Little Basses Lights "the dues are fixed at three-sixteenths of one penny per "ton, and in respect of the Minicoy Light at one-sixteenth "of one penny per ton of the burden of every ship on every "voyage in which she passes or derives benefit from the "lights. These dues are leviable at ports in India in "Indian currency at the Treasury rate of exchange of "one shilling and four pence per rupee."

MADRAS COAST LIGHTS BILL.

(See *Report*, 1901, *pp.* 102-414.)

In February 1903 the Bombay Government forwarded for the opinion of the Chamber a copy of the Madras Coast Lights Bill, 1903. A reference to page 102 of the Report for 1901 will show that the Chamber had already, after consulting leading shipping authorities in Bombay and referring the matter to a Special Committee, expressed its opinion that there was no evidence before them to show that such additional lights were in any sense necessary.

On receipt of the Bill in February 1903 from the Bombay Government, the opinion of shipping members was again invited, with the result that the views expressed in 1901 were confirmed. A letter was accordingly addressed to Government on the 19th February reiterating these views. It was admitted that certain of the lights might with advantage be improved if this could be effected without further charges on shipping; but it was pointed out that no particulars had been given showing either the specific defects supposed to necessitate the execution of a scheme stated to be "both

extensive and costly," or the details of the said scheme. It was urged that those most practically concerned unanimously deprecated the imposition of further dues for the execution of a project for which no real demand existed. The attention of Government was particularly invited to the Madras General Order No. 474, dated 31st December 1899, in which the Governor-in-Council gave it as his opinion that the proposal to levy special dues on shipping for the use of the lights was open to grave objection, and that he did not see his way to take steps to give effect to the proposal. The Committee added that the measure was opposed alike to modern usage and to expediency, since the trend of legislation at home was towards the total abolition of light dues; and they concluded by tendering an unequivocal protest against the institution of dues and charges not only not shown to be necessary, but of which the necessity was expressly denied by the persons most likely to know the practical requirements of the Madras Coast in the matter of lights.

A copy of this letter was sent to the Port Trust.

A copy of the Bill will be found in the *Gazette of India* of the 7th February 1903. (*Appendix* VV.)

ADEN PORT TRUST.

Port Charges and Mooring Fees.

(See *Chamber's Report*, 1902, *pp.* 54 *and* 316; *also pp.* 56 *and* 360.)

On the 31st January 1903 the Aden Chamber of Commerce again addressed your Committee on the subject of "the manner in which the funds derived from Port Dues and Port Tolls on the shipping and trade of Aden are being disbursed by the Aden Port Trust." Reference was made to certain specific instances of expenditure alleged to be unwise and useless; and this Chamber was invited to communicate

with Government on the subject, on the ground that expenditure of the nature indicated tended to an increase in the charges of the port.

The Committee replied, on the 20th of February, that in November of 1901 they had been instrumental in getting the question of mooring fees included in the reference to the **Aden Port Commission** then about to meet; that the matter had been gone into by that body; and that, since the Bombay Chamber had some months ago furnished the Government with a statement of its view upon the Report of the Commission, they did not think that any useful purpose would be served by further intervention at that stage. (*Appendix* WW.)

PORT OF ADEN.

Deepening of the Inner Harbour.

(See *Report* 1902, *p.* 54.)

On the 30th October the Aden Chamber of Commerce addressed your Committee on the subject of the deepening of the Inner Harbour at that Port and urged that Government should be moved to procure the loan, for this purpose, of two or three of the dredgers at Gibraltar which were expected shortly to be set free for other work. It was not stated whether the Aden Chamber had themselves approached Government on the subject; and it is contrary to the **traditions of this Chamber** to take the initiative in matters relating to ports other than Bombay, unless there should exist circumstances of such an exceptional kind as did not appear in the case in question. They communicated with the Aden Chamber to this effect, but intimated that if that body were prepared to address Government on the subject, and would favour the Bombay Chamber with a copy of their representation, the Committee would consider it sympathetically with a view to supporting it.

On the 21st December the Committee received from the Aden Chamber a copy of a letter they had addressed to Government on this subject with a request that the representations contained in it might be supported. The Committee, assuming that the information as to the availability of the dredgers was correct, had pleasure in acceding to this request. (*Appendix* XX.)

REVISED SCALE OF PROVISIONS FOR LASCARS.

A revised scale of provisions for Lascars was communicated to the Chamber by the Shipping Master in his Memorandum No. 456, dated the 6th June 1903, and will be found in the *Bombay Government Gazette*, Part I, of 28th May 1903.

SHIPPING.

Running Agreements between Masters and Seamen of Foreign-going Vessels.

It has been the practice of the Bombay Shipping Office to draw up running agreements between Masters and Seamen of Foreign-going Vessels terminable **six months subsequent to the date** of the Agreement. This practice is contrary to Section 23 of Act I of 1859, which stipulates that "no such agreements shall extend beyond the next following 30th day of June or 31st day of December or the first arrival of the ship at her port of destination in India after such date."

The Bombay Government, in addressing the Chamber on this subject, under date 22nd October 1903, stated that a proposal was under consideration to bring the practice referred to into conformity with the law, and the opinion of the Chamber was invited as to whether much practical inconvenience would result from the strict enforcement of Section 23 of Act I of 1859, whereby running agreements must terminate on the dates prescribed in that section and could not uniformly extend for six months according to the present practice.

The Committee, under date 6th November 1903, stated that, in their view, the inconvenience would be great. They added that running agreements for vessels employed on short voyages terminable six months after date of signature had been in force for some years, and that the practice was introduced by a former Shipping Master in anticipation of the passing of a Bill for the legalisation of such agreements, which had been prepared but was afterwards dropped. The practice, the Committee added, was a convenient one; it was not understood that it had in experience been found to be undesirable; and the Committee had no doubt that the enforcement of a law making all such agreements terminable on the 30th June or 31st December would entail much inconvenience and additional expense. The Committee expressed the hope that Government would amend the law in such a manner as to regularise the present practice, and they suggested that this might be effected by the passing of a law somewhat on the lines of Section 116 (4) of the English Act of 1894. (*Appendix* YY.)

SHIPPING.

Coasting Trade.

Cargo landed at Intermediate Port.

Under date 12th March 1903, the Committee received from certain merchants in Bombay a representation, accompanied by correspondence exchanged with the Customs authorities, respecting the failure of a country vessel (*pathimar*) to bring to Bombay a cargo of tiles shipped by her for that port from Mangalore on the 3rd May 1902, and the Chamber was requested to take the matter up with the authorities concerned.

In the first instance the Committee, under date 23rd March 1903, forwarded the correspondence to the Bombay Underwriters' Association for an expression of opinion on the points

submitted. That body, in its reply dated 31st March 1903, stated that the expedient suggested in the papers, namely, that tindals unloading cargo at any port or place other than that of destination, whether under stress of weather or otherwise, except at the express direction of the shipper or the consignee, should be refused **port clearance**, seemed to the Underwriters' Association to be worthy of support. With regard to the suggestion of the Commissioner of Customs that cases such as those brought to notice should be submitted to a Civil Court for decision, the Association stated that such a procedure, though good enough in theory, was generally impracticable with a class of people like tindals, whose whereabouts were uncertain, and from whom there would be little likelihood of obtaining any compensation.

The correspondence was subsequently submitted to the Commissioner of Customs, Salt, Opium and Abkari, under date 17th April 1903. In doing so, the Committee stated that the correctness of the statement of facts made in the letter of Messrs. Alvares & Co., dated 17th October 1902, was not disputed, neither had the Committee any reason to doubt the correctness of the Commissioner's decision that, under the law as it stood, the Bunder karkun of Walwán was right in granting the tindal a port-clearance for Kumpta, and that the Department had no power to compel the tindal thereafter to bring the tiles to Bombay. The Committee, however, submitted that instances of the kind in question were somewhat common, and that it would be well that steps should be taken to set a limit to them. The remedy suggested by the Commissioner, namely, proceedings in a Civil Court, was, the Committee considered, for all practical purposes non-existent, as the tindals of country craft were inaccessible and men of very small means. The Committee, therefore, enquired whether there was, in the opinion of the Commissioner, any reason why the Local Government should not issue, under

Section 157 of the Sea Customs Act, an amendment of Rule 209, making the provisions of Section 64, Clause *d*, applicable to *pathimars* as well as to steamers and square-rigged vessels.*

Writing to the Chamber on 28th August 1903, the Commissioner stated that, after consulting the Law Officers of Government, he regretted his inability to accept the Chamber's suggestion that the section in question should be extended to coasting vessels, since the provisions of that section were inapplicable to the conditions governing country craft. In the specific case submitted by the Chamber, the Commissioner explained that the original mistake was on the part of the shippers in sending a cargo up the coast by country boat so late in the season; that the vessel was unable to complete the voyage; and that she put in at Achra, a small coast port, and there landed the cargo. On the opening of the fair season the tindal requested the shippers to defray the expenses, which they omitted to do, and the tindal then left for Kumpta, leaving the cargo at Malwan. The Commissioner added that even if the Customs authority at Achra had power to refuse port-clearance, he would not be justified in exercising the power in such a case.

In view of these remarks, the Committee did not consider any useful purpose would be served by moving further in the matter, beyond conveying to the parties concerned the substance of the Commissioner's reply to the Chamber. (*Appendix* ZZ.)

* Section 64 (*d*) reads as follows:—

"The Customs Collector may refuse port-clearance to any vessel until—

(*d*) The Ships' Agent (if any) delivers to the Customs Collector a declaration in writing to the effect that such Agent is answerable for the discharge of all claims for damage or short delivery which may be established by the owner of any goods comprised in the import cargo in respect of such goods."

QUARANTINE REGULATIONS.

Turkish Imposition of—against Egyptian Ports.

Publication of Notifications by Government of India: Enquiry as to the Utility of.

It has of recent years been the practice of the Government of India to notify and to communicate to the Local Governments the telegraphic reports received from His Majesty's Ambassador at Constantinople regarding the imposition by the Ottoman Government of quarantine regulations against Alexandria and other Egyptian ports. Doubt having arisen as to whether any useful purpose was served by such notification, the Government of India proposed to discontinue the practice, if assured by the Maritime Local Governments that such discontinuance would be without inconvenience. By a letter dated the 19th January 1903, the Government accordingly consulted the Bombay Government on the point, and on this Government's requesting an expression of the opinion of this Chamber regarding it, the Committee replied, on the 6th of February, that they had been unable to learn that there was any good reason why the publication of these reports should not be discontinued, but that, **should anything occur** hereafter to render such publication desirable in the interests of trade, the Committee would charge themselves with the duty of bringing it to the attention of Government.

BILLS OF LADING.

No Form Recognised by Chamber.

(See Reports, 1871-72, pp. 12 & 193; 1881-82, pp. 148 & 296; 1901, p. 47.)

A letter received from the Malabar Chamber of Commerce at Tellicherry in September last shows that in certain quarters it is not yet realised that, some twenty years ago, all recognition by this Chamber of any particular form of Bill of Lading was

withdrawn by special Resolution passed at a General Meeting. This fact, together with the text of the Resolution in question, was communicated to the Malabar Chamber, and the Committee again, as in the Reports for 1900 and 1901, direct attention to the fact that **this Chamber recognises no particular form of Bill of Lading.**

INLAND BILLS OF LADING.

Stamp Duty Upon.

The Bengal Chamber of Commerce, in April 1903, favoured the Committee with a copy of a letter addressed by them to the Government of Bengal, for the purpose of protesting against a ruling under which all Inland Bills of Lading used on rivers and canals would be subject to Stamp Duty as in the case of Marine Bills of Lading. One of the arguments used was that the river and canal traffic had to compete with Railways, which by Notification No. 2329 of the Government of India, Finance and Commerce, dated Simla, 14th August 1880, were specially exempt from Stamp Duty.

The Bengal Chamber, therefore, requested the Government of Bengal to issue orders that the imposition of Stamp Duty upon Inland Bills of Lading should be suspended, "pending a reference to the highest authorities, or that H. E. the Governor-General might be moved to exercise the power with which he is invested by Section 9, Sub-section (2) of the Indian Stamp Act of 1899, to exempt from Stamp Duty the documents used as Bills of Lading by the Inland Steamer Companies."

MARINE ACCIDENTS.

Courts of Inquiry.

Wrongful Detention of Vessel.

(See *Indian Merchant Shipping Act*, *V. of* 1883, *Section* 6.)

In May 1903 a Member of the Chamber brought to the notice of the Committee the case of the s.s. *Jumna*, which

arrived in Bombay on the 29th April, and on the 12th May, when about to sail with a general cargo, was suddenly detained for the holding of a Court of Inquiry regarding the circumstances in which she had touched ground in the Mozambique Channel. Since she had been nearly a fortnight in port, the delay of action until she was on the point of sailing seemed to the Committee unaccountable, and the course pursued by the authorities appeared doubly gratuitous when the vessel was on the 15th May permitted to proceed without the holding of a Court. From correspondence held by the Committee with the Port Officer and subsequently with the Government of Bombay, it eventually appeared, however, that the Port Officer had been led into error by **incorrect information supplied** by the Master Attendant at Colombo. The Master of the *Jumna* having **made due report** of the accident to the authorities at Colombo, and having by those authorities been permitted to proceed, had not thought it necessary—as indeed it was not—to make any report on arrival in Bombay. The fact of the vessel's having grounded was accidentally discovered by the authorities on the 2nd May, and the Captain was then called upon for a report, which he made on the 5th May, stating that he had reported the matter to the Master Attendant at Colombo. That officer, in reply to a telegraphic inquiry, stated that no report of the accident had been made at his port. The vessel was therefore detained by the Port Officer of Bombay ; but on receipt of a telegram from the Secretary of State on the 14th May, intimating that an inquiry would be held by the Board of Trade, the ship was allowed to proceed. Not till the 20th May did the Port Officer learn by letter from the Master Attendant at Colombo that the information given in his telegram of the 7th idem had been erroneous. The Committee in their letter to Government, dated the 4th June, pointed out the seriousness of such incidents, and urged that steps be taken to prevent their recurrence. No special

reference was made to the circumstance that the Port Officer's telegram of Tuesday, the 5th May, on a subject involving the detention of a vessel and cargo, had not been answered by the Master Attendant at Colombo till the 7th idem, but the fact was scarcely less unaccountable than the incorrectness of the information given on the later date. Government in its reply, dated 22nd June, recapitulated the facts, stated that the delay was not attributable to the Bombay authorities, and gave assurances that these officials were fully alive to the importance of expedition in such matters. (*Appendix* **AAA.**)

DEEP-DRAUGHT VESSEL UNDER CHARTER UNABLE TO COMPLETE LOADING IN DOCK.

MEANING OF TERM "BERTH AVAILABLE." SPECIAL ARBITRATION.

In March 1902 a Special Committee of Arbitration was appointed to give a decision upon certain interesting points in a dispute arising from the inability of a vessel of deep-draught to complete loading in dock owing to the state of the tides.

The Charterers undertook to load in the steamer in Bombay "always afloat" a full cargo, fifteen weather working lay days being allowed for loading, Sundays and holidays excepted.

Charterers agreed to pay demurrage should the vessel be delayed beyond the lay days.

Charterers were given the option of loading either in dock or in the harbour, and they elected to load her in dock, which she accordingly entered, and the loading commenced on the 5th March, the lay days to expire on the 24th idem at 11 A.M.

Between the 20th and 24th idem the dock authorities intimated that it would be unsafe to load the vessel deeper than 23 feet with safety. This would mean that she could not load in dock more than 8,700 tons, leaving an estimated balance of some 1,800 tons to complete her loading.

The Agents, therefore, gave notice to the Charterers that unless the vessel left the dock at the latest by the noon tide of the 19th she could not complete the loading within the lay days, and would thus incur demurrage, for which the Charterers would be held liable.

The latter repudiated this liability.

The award of the arbitrators was that the Charterers were liable for the demurrage under the clause "lay days to count, whether a berth is available or not" and that between the 20th and 24th March a berth in the dock for loading "*always afloat*" was not available. They added that the case was an extremely difficult one, and under the peculiar circumstances, and as a special case, they recommended that the demurrage charge should be kept as low as possible and only half of it be recovered from the Charterers.

READINESS TO BEGIN TO LOAD UNDER BILL OF LADING.

NOTICE GIVEN BEFORE SHIP WAS ENTIRELY FREE OF INWARD CARGO.

A Special Committee of Arbitration decided an interesting dispute in which the Buyers of a steamer claimed in effect that in the particular case readiness to begin Loading could not exist till the ship was entirely free of inward cargo. This contention was founded on the existence in the relevant Shipping Order of the following distinct provisions :—

> "*To be cancelled at the Shipper's option, if the Steamer "is not ready to begin to load on or before the 25th "March 1903.*"

> "*Cargo to be ready for shipment at berth in Victoria "or Prince's Dock or alongside in Harbour if required "on or before the seventh day after the notice of final "discharge.*"

The first of these clauses stated the obligation of the ship to be ready to begin to load on the 25th March. The second stated the obligation of the Buyers to have the whole cargo ready for shipment within seven days after notice of final discharge. The one governed the ship only. The other governed the Shipper only. A distinction was implied between "readiness to begin to load" and "notice of final discharge." The Buyers contended, however, that the one clause governed the other, and that notice of readiness to load could not be given till the ship was clear of inward cargo. The matter was referred to a Special Committee of Arbitration who found—

(1) That the vessel was ready to begin to load on the 25th March 1903, as she had reasonable space in proportion to the Shipping order, *viz.*, about 1,400 tons' space against the Shipping Order for 4,000 tons, available to take in cargo on that day.

(2) That the Buyers could not claim to cancel the Shipping Order.

Lest it be supposed that a conflict exists between decision (1) in this case and decision (*d*) in another case recorded in this Report, it should be stated that the one relates to shipment under a Bill of Lading and the other to shipment under a Charter.

READINESS TO LOAD UNDER CHARTER.

NOTICE GIVEN ON SUNDAY OR NON-CHARTER-PARTY HOLIDAY.

(See *Report*, 1901, *p.* 48.)

In April last a firm in Bombay requested the opinion of the Committee on the following questions:—

(*a*) If Charterers are served with a notice that a steamer is ready in the terms of the Charter-Party prior to 4 P.M. on Saturday, are they not bound to accept such notice?

(*b*) If Charterers are present in their office, can they refuse such notice if it is served prior to 4 P.M. on a Saturday ?

(*c*) Can Charterers rightly refuse such notice or decline to receive it on a Saturday or ordinary Bank holiday and because their office is closed ?

(*d*) If a boat is expected to be ready before 4 P.M. on a Saturday, and notice of this expected readiness is given at 2 P.M. and the boat does subsequently become ready for cargo before 4 P.M., does such notice hold good if it is confirmed on the following Monday, it having been impossible to confirm it the same Saturday owing to the refusal of Charterers or their clerks to receive the notice, or through their absence from office ?

(*e*) In case their office is closed, can it be held that notice has been given if written notice is affixed to their office door prior to 4 P.M.

These questions were carefully considered and discussed by the Committee, with the result that a reply in the following terms was sent to the firm in question :—

(*a*) Charterers are bound to accept notice.

(*b*) Charterers cannot refuse notice.

(*c*) The plea that it is Saturday or a holiday or that the office is closed would not hold good.

(*d*) Notice of readiness cannot be given before the steamer is actually ready and perfectly free of inward cargo.

(*e*) If, in the circumstances stated, the office of the Charterers is found closed, notice of readiness would be held to be given if a written notice were affixed to the door of that office before 4 P.M.

Lest it be thought that there is a conflict between decision (*d*) and decision (*l*) of the Special Committee of Arbitration in a case submitted in March-April, it should be pointed out that the one decision relates to Charters and the other to Bills of Lading.

A further letter was addressed to the Chamber by the same firm quoting a decision of the Committee of 1889 (Report for 1889, page 69) to the effect that Agents were perfectly in order in giving notice on a Saturday of a steamer being ready to load on a Sunday following, but that such notice should be supplemented by a further intimation on Monday that the steamer had been ready to take in cargo the previous day. The firm considered that if this decision could hold good in regard to a boat that could become ready on a day on which service of nctice was *ultra vires*, it would hold equally good in the case cited under query (*d*). The reply of the Committee to this letter was that they considered that the decision of their predecessors ought to be qualified by the recognition that **when a cancelling date falls on a Sunday or a Charter-Party holiday**, a notice of prospective readiness to load on that cancelling date, if given on any day anterior to such date, has no legal effect. But readiness to load on that date, if notified on the morning immediately following that date fulfils the contract.

PORT OF BOMBAY.

Appointment of Engineer and Shipwright Surveyor. Proposed Curtailment of Tenure of Appointment.

On the 9th October the Bombay Government addressed the Chamber, stating that it had under consideration a proposal to limit the tenure of the appointments of the Engineer and Shipwright Surveyor at the Port of Bombay, which are held by officers of the Royal Indian Marine, to three years instead of five years as at present, and requesting the opinion of the

Chamber on the proposal. The Committee, a few days later, received a strong letter from the leading shipping agents in Bombay objecting to the proposed change. The contentions advanced in that letter appeared to the Committee to be well founded, and in replying to Government on the 30th October they stated their opinion that the proposed change would not contribute to efficiency. The work of these officers required experience. Frequent changes in the staff, with attendant changes of method, would entail extra work, expense and delay on the shipping companies. It was essential that the work should not be attended by avoidable inconvenience, and they submitted that it was performed with more thoroughness by an officer of local experience. The Committee were of opinion that the period should be one of not less than five years, and they urged that an endeavour should be made to avoid such changes of staff as had in recent years greatly curtailed the actual tenure of the appointment. At the request of the Port Trust, who had received a similar reference from Government, a copy was forwarded to that body.* (*Appendix* **BBB.**)

DOCKS.

Extension Scheme.

It had been known for some time that the necessity of arranging for some extension of the present dock accommodation in Bombay was recognised by the Port Trust, and that definite projects for such extension were engaging the attention of the Chairman and staff of that body. The following extract from the Administration Report of the Trustees for the year 1902-03, page xxv, states the official view of the question :—

"92. After prolonged and careful consideration proposals were formulated for an extension of the dock accommodation in the port. The experience of the past few years has

* The proposal to curtail the period to three years was, however, given effect to. See Resolution of Government of India (Marine), No. 156, dated 15th December 1903.

practically demonstrated the urgent necessity for this measure. The present docks, designed for vessels of much less length and lighter draft than those now regularly visiting this port, are altogether insufficient for the present requirements of the increasing trade. Delays are frequent for want of room, and there is constant risk of large vessels being neaped, while there is increasing difficulty in finding berth accommodation for the large ships which are manœuvred in safety only by the exercise of extreme care. The original plans were submitted to the Chamber of Commerce, the Government of Bombay, and the Trustees' Consulting Engineers in London (Messrs. Sir J. Wolfe and A. J. Barry), and on receipt of their replies the Board proceeded to thoroughly revise their proposals with the assistance of data obtained from a complete network of borings over the site of the proposed new docks and entrance channel. A copy of the amended **plan,** as thus decided upon, is **appended to this report.*** It refers to the Dock Scheme only, and does not include the provision to be made for a passenger landing pier at which the mail steamers can land and embark passengers which it is proposed to provide in connexion with the project, the pier to be formed by a prolongation of the mole leading to the dock entrance lock.

"Full details of the scheme have been published, but it may be briefly mentioned that the proposal is to construct a wet dock with a **water area of nearly 50 acres** on a site on the Trustees' Mody Bay estate south of the present docks. There is to be a **dry dock 1,000 feet in length** opening off the wet dock. The length of **quayage** available inside the docks is 10,000 lineal feet, with an additional length of 2,600 feet along the outer or harbour wall. The **entrances** to both wet and dry docks are to be 90 feet in width and the

* This amended plan is numbered 5788/D and is distinct from the other, numbered 5702/L2—E, first submitted to the Chamber. Both these plans are preserved among the records of the Chamber.

depth on the sill at H. W. O. N. T. of the wet dock entrance is to be 34'-3", the **depth of the dock** being two feet more. The **entire cost** of the work, including provision for large ranges of three-floored sheds for each berth, railway sidings, &c., is estimated at **Rs. 325 lakhs** (£2,167,000), but portions of the scheme are in the first instance to be deferred, reducing the **outlay immediately necessary to** Rs. 252 **lakhs**, including interest during construction.

"Detailed plans and estimates are now in preparation, and in the meantime Government have been asked for the necessary authority **to raise loans** to cover the expenditure. The matter has been very fully and carefully considered, and the Board have reason to anticipate that, at the present rate of progress in the development of their receipts, it will be possible to carry out this great work **without enhancing the present scale of charges** on the trade. Should this anticipation fail, the increase necessary can at the most amount to a small percentage only, which the trade can undoubtedly afford, as the present charges, as compared with those prevailing in other ports, are extremely low, and the improved accommodation will be of great general benefit.

"The Government of Bombay have generally approved of the amended plans, and the financial proposal await the orders of the Government of India."

This passage is given textually, because it describes the position at a date much later than when the matter first came officially before the Committee. This was on the 10th of February 1903, when the Port Trust addressed a letter to the Chamber on the subject. This letter stated that the Trustees considered it desirable to proceed as soon as possible with the extension scheme, in view of the rapidly expanding trade of the port and the insufficiency of the present docks, in order to

provide adequately for present requirements, and especially for the long and deep-drafted vessels of the present day.

The letter explained that since such a scheme would necessarily take some years to fully complete, it was most desirable to allow a wide margin for future development, and it was stated that the proposals contemplated provision for **vessels of 700 feet** in length between perpendiculars and **drawing 32 feet.** Also that they made provision for a deep water wharf at the pier head at which mail steamers could land passengers without waiting for the tide to enter the docks.

A plan (No. $\frac{5702}{L3}$ E) was enclosed, showing the extent of the scheme generally, and it was explained that this plan did not show either sheds or railway sidings. It was added that it was the intention that each berth should be furnished with ample **shed accommodation** as well as with loading and unloading **sidings** communicating direct with the main lines of railway.

The Trustees expressed the hope that the Chamber would agree with them that any scheme to be now undertaken should provide amply for future requirements, and should be designed to afford to the trade of India the full benefit of the great natural advantages of the port.

They further gave the Committee to understand that, with the assistance of the Revenue Reserved Fund, which it was intended to strengthen, these proposals could be carried out **without any addition to the rates,** so that the charges on the trade and shipping would remain as at present.

In conclusion, an expression of the opinion of the Chamber on the proposals was invited.

Upon the receipt of this letter the Committee directed that it be laid upon the table along with the plan, and that a circular be issued inviting members to call and inspect them, so

that any suggestions or criticisms they might have to make might be duly considered by the Committee before replying to the Port Trust.

This was done. The papers lay upon the table for one week. A considerable number of members called to inspect them, but no specific criticisms were formally offered before the date appointed for the reply to the Port Trust.

Accordingly, on that date, the 18th of February, the Secretary to the Trustees was addressed to the effect that the papers had been studied with much interest by the Committee and by those specially concerned in the matter, and that the opinion in regard to them was entirely favourable. It was added that so strongly did the Committee recognise the urgent need for such an extension of dock accommodation as was proposed, that they would even commend to the very serious consideration of the Board the propriety of arranging for the completion of the work in a **much shorter period** than appeared to be contemplated.

On the day following the despatch of this letter, the Committee received from the Bombay Steam Navigation Company a communication in which it was pointed out that, in the spaces marked as 240 feet from edge to edge of the dock walls and which were meant for **traffic**, the extent of the shed was not shown, so that it was impossible to discover how much **roadway** would be left. In view of the serious congestion of traffic now experienced in the Victoria and Prince's Docks, and which was largely due to the insufficiency of the road area, it was contended that this matter should be kept prominently in view, so that ingress and egress traffic might be adequately accommodated.

The letter concluded with a suggestion that arrangements should be made to **limit to five years** the period to be occupied in the completion of the work.

The matter was duly brought to the notice of the Trustees by the Chamber's representatives on that body, who were informed that the arrangements for the purpose stated were being kept in view. This fact was communicated to the writers of the letter. In this connexion reference should be made to paragraph 7 of the Port Trust's later letter to Government, dated 11th June, which will be found among the appendices, and which relates to changes of design taken into account in the extract already given from the Port Trust Administration Report.

A copy of the said letter to Government was forwarded by the Trustees to the Chamber on the 20th June and was acknowledged with thanks. (*Appendix* CCC.)

PORT OF BOMBAY.

Dock Extension.

Wharves, etc., to accommodate Trade Displaced.

Among the appendices will be found a letter and statement from the Port Trust showing the details of the provision to be made at Mazagon and Tank Bunder for certain trades that will be displaced from Mody Bay by the work of Dock extension. The Committee, in acknowledging receipt of the letter, approved the proposals. (*Appendix* DDD.)

DOCK EXTENSION SCHEME.

Bulk Oil Installations.

(See *Report for* 1896, *pp.* 114 *and* 499.)

One feature of the Dock Extension Scheme has been the subject of some controversy.

In the Port Trust letter of the 10th February, which accompanied the plan No. $\frac{5702}{L2}$ E, no reference was made to the situation of the Bulk Oil Installations ; but it has subsequently

been maintained strongly that the arrangement proposed in this regard would be dangerous to the shipping and other property in and about the Docks. The Committee in replying to the letter in question expressed a general and cordial approval of the scheme ; but in the public Press and elsewhere it was inferred that this approval applied to every detail including the situation of the Bulk Oil Installation. As a matter of fact the Committee, being aware that this particular matter was the subject of special consideration by the Port Trustees, had left it aside pending the receipt of fuller information upon which to form an opinion.

The appearance of an article in the local Press on the 25th of February, from which the general public might have inferred that the Chamber had expressed approval of this particular detail, led to strong representations from one of the leading Shipping Companies in India. The writers contended, firstly, that the proposal to re-erect the tanks on the reclaimed ground in the Ballard Basin was most undesirable, and, secondly, that the Chamber ought at once to take steps to prevent any misapprehension as to its position in the matter.

The letter will be found among the appendices, and presents considerations which the Committee weighed with much care.

At that time, however, it was understood that they would shortly have before them facts that would enable them to form a definite opinion on the issues raised ; and they replied that discussion of the question had been postponed for a fortnight.

On the 3rd of June they wrote again to the firm in question letting them know that the matter had not been lost sight of, but that, in view of a reference known to have been made by the Port Trust for the best **expert opinion**, they did not think that any useful purpose would be served by their intervention at that time.

The Company in question in acknowledging the receipt of this letter asked when the Committee expected the expert opinion to be communicated to them, and also enquired whether the Committee had taken any action respecting the article which had appeared in the *Times of India* of the 25th February.

The Committee in their reply dated 11th June renewed the expression of their approval of the scheme regarding the new Docks, but maintained that the location of the oil tanks formed a separate question. They added that they did not consider any action in respect of the Press article referred to, to be necessary at that time.

A further letter from the Company pressed the Committee to give publicity to the facts that the Port Trust letter of the 10th February had made no mention whatever of the oil tanks, and that they regarded this matter as distinct from the main scheme. The Committee could only reply that they were not yet in a position to add anything to their previous communications.

Allusion should here be made to the fact that the Committee in their letter to Government of the 2nd July on the subject of the financial concessions desired by the Trust, took occasion to intimate that they reserved their opinion regarding the contiguity of the Bulk Oil Installations with the Docks. (*Appendix* **EEE.**)

DOCKS EXTENSION SCHEME.

Finance.

On the 13th June 1903, the Secretary to the Port Trustees forwarded to the Chamber copies of a letter No. 2677 addressed by them to Government on the 10th June with a view to obtaining certain concessions in respect of Interest and Sinking Fund.

While this letter was sent to the Chamber "for information," it was understood that the Trustees would welcome any support that the Chamber might afford the proposals as towards Government. The Committee therefore on the 2nd July addressed Government to the effect that the request of the Trustees appeared to them to be made in the best interests of commerce and to be so reasonable as to merit the most favourable consideration.

The **first of the proposals** was in effect that Government should accept re-imbursement of the charges incurred in raising the loan of 1870, and might waive all sums by which the payments by the Port Trust on account of interest had since that time exceeded the amount of interest actually paid by Government for the loan. The Committee supported this proposal; and while cordially acknowledging the assistance rendered by Government in the first instance, they submitted that it would not be consistent either with the intention or with the policy of Government to make any adventitious profit out of the trade of the Port.

The **second proposal** of the Port Trust was that the Sinking charges on their debt in respect of land should be calculated over a period of 100 years instead of 60 years; and in this also the Committee concurred, arguing that there was no good reason for taxing the present trade to the extent now done, seeing that the security for repayment in 100 years was ample. It was added that the same argument applied to some extent to the request of the Trustees for a re-adjustment of the period for repayment of the Victoria Dock Loan.

In the last paragraph of this letter allusion was made to the Chamber's general approval of the scheme, with reservation of its opinion regarding the situation of the **Bulk Oil Installations**; and it was represented that while the extension of facilities now under discussion was most desirable and indeed

necessary, it was exceedingly important that they should be completed without increase in the charges upon goods and shipping.

Also on the 20th of June the Chamber received from the Port Trust a copy of a letter dated 11th idem, in which application was made to Government of permission to raise money to the extent of Rs. 252 lakhs for the purpose of carrying out the projected works. That letter contained interesting facts about proposals and the progress of the Trust. Both these letters will be found among the appendices. (*Appendix* **FFF.**)

BOMBAY PORT TRUST.

Revenue Reserve Account.

On the 14th February 1903, the Trustees of the Port forwarded to the Chamber a copy of an interesting letter addressed by them to Government, in which sanction was sought for the alteration of the limit of the **Revenue Reserve Fund** of the Trust from sixteen to **thirty lakhs** of Rupees. The grounds stated for that request do not admit of summary, and are given succinctly in the original letter which will be found among the appendices. The Committee, in acknowledging receipt of the letter, expressed their approval of its proposal. (*Appendix* **GGG.**)

COAL STACKS.

Extinction of Fires and Municipal Water Supply.

(See *Chamber's Report for* 1901, *pp.*, 115, 456.)

The Committee were addressed by the Ceylon Chamber of Commerce in April 1903, soliciting information with regard to the custom prevailing in Bombay on the occasion of fire at coaling grounds within Municipal limits. Information was desired as to the procedure in force in regulating the **supply of water** for the extinction of fires, whether any charge

was made to the owner of property who benefited by the use of the water, or whether the Bombay Municipality was bound to give an unlimited supply free of charge for such a purpose.

By the courtesy of the Municipal Commissioner, Mr. W. L. Harvey, C.I.E., I.C.S., the Committee were able to furnish the following particulars to the Ceylon Chamber :—

On the occasion of a fire within Municipal limits—all bunders being included in Municipal limits—the Chief of the Fire Brigade may cause the water to be shut off from the mains and pipes of any district in order to give a greater supply and pressure of water in the district in which the fire has occurred, and may utilise the water of any well or tank available for the purpose. **The supply of water is free of charge.** Under Section 61 of the Municipal Act the entertainment of a Fire Brigade and the protection of life and property in the case of fires is one of the obligatory duties of the Corporation. This section and Chapter XIV of the Municipal Act exhibit the powers and responsibility of the Corporation in respect of fires. The text of the section referred to is as follows :—

Section 361.—"*On the occasion of a fire, the chief or other officer in charge of the Fire Brigade may, subject to such orders as the Commissioner may, from time to time, issue in this behalf, take the command of all Municipal officers and servants present, and of any other persons who voluntarily place their services at his disposal; and may cause the water to be shut off from the mains and pipes of any district in order to give a greater supply and pressure of water in the district in which the fire has occurred, and utilise the water of any well or tank available for the purpose of extinguishing such fire.*"

Section 61.—"*It shall be incumbent on the Corporation to make adequate provision, by any means or measures which it is lawfully competent to them to use or to take*

for each of the following matters, namely:—(k) The entertainment of a Fire Brigade and the protection of life and property in the case of fire."

In reply to a further enquiry from the Ceylon Chamber, the Committee stated that the Bombay **Port Trust pays the usual half per cent. tax** levied by the Municipality on account of the Fire Brigade. Beyond this there was no charge made by the Municipality for the services of the Fire Brigade on the occasion of the last fire among the haystacks at Frere Land Estate. The Port Trust pay for water for general use, but on the occasion of the fire referred to, the Municipality deducted the cost of the water used at the fire. (*Appendix* **HHH.**)

COTTON GREEN.

Storage of Cotton at Colaba.

At the last Annual General Meeting of the Chamber, Mr. Glazebrook, a Member of this Chamber, also prominent in the Cotton Trade Association, Ld., drew attention to the importance of retaining intact the space at present available for the storage of cotton at Colaba. The Committee recognised the importance of the question, and, in a letter to the Port Trust dated 27th April, expressed their belief that the Trustees would be sensible of the obligation to maintain all adequate facilities for the conduct of a trade that contributed so greatly to the commercial importance of Bombay, as also the hope that the Trustees might be able to give them some assurance either that no arrangements would be made for devoting to other purposes any of the land now used by the Cotton Trade at Colaba; or that, before such arrangements were made, the Committee would be given the opportunity of advising the Board of Trustees as to the Trade aspect of the changes contemplated to compensate for any restriction of area. The Port Trust, in reply, pointed out that more than half the area now used by the Cotton Trade at Colaba was the property of

the Colaba Company. With regard to the Trustees' Cotton Green, no proposals were contemplated for the curtailment of the present area available for storage purposes.

A copy of the Port Trust's letter was forwarded to the Cotton Trade Association. (*Appendix* III.)

WEATHER WORKING DAYS.

The following decisions were given by the Committee in 1903 as regards working and non-working days for vessels working in the Docks during the monsoon months :—

Monday,	25th	May	...	... Half	weather	working day.
Monday,	15th	June	...	... Half	,,	,, ,,
Tuesday,	16th	,,	...	... Full	,,	,, ,,
Monday,	22nd	,,	...	... Half	,,	,, ,,
Tuesday,	23rd	,,	...	... Full	,,	,, ,,
Monday,	6th	July	...	... Full	,,	,, ,,
Tuesday,	7th	,,	...	... Full	,,	,, ,,
Wednesday,	8th	,,	...	... Full	,,	,, ,,
Thursday,	9th	,,	...	... Full	,,	,, ,,
Friday,	10th	,,	...	... Full	,,	,, ,,
Saturday,	11th	,,	...	... Full	,,	,, ,,
Monday,	13th	,,	...	... Full	,,	,, ,,
Tuesday,	14th	,,	...	... Half	,,	,, ,,
Wednesday,	15th	,,	...	... Full	,,	,, ,,
Thursday,	16th	,,	...	... Half	,,	,, ,,
Friday,	17th	,,	...	... Full	,,	,, ,,
Saturday,	18th	,,	...	... Full	,,	,, ,,
Monday,	20th	,,	...	... Non	,,	,, ,,
Tuesday,	21st	,,	...	... Half	,,	,, ,,
Wednesday,	22nd	,,	...	... Full	,,	,, ,,
Wednesday,	29th	,,	...	... Half	,,	,, ,,
Thursday,	30th	,,	...	... Full	,,	,, ,,
Friday,	31st	,,	...	... Half	,,	,, ,,
Saturday,	1st	August		... Half	,,	,, ,,
Monday,	3rd	,,	...	... Half	,,	,, ,,
Tuesday,	4th	,,	...	... Full	,,	,, ,,
Wednesday,	19th	,,	...	... Full	,,	,, ,,
Thursday,	20th	,,	...	... Non	,,	,, ,,
Monday,	24th	,,	...	... Full	,,	,, ,,
Tuesday,	25th	,,	...	... Full	,,	,, ,,
Wednesday,	26th	,,	...	... Full	,,	,, ,,
Thursday,	27th	,,	...	... Half	,,	,, ,,
Friday,	28th	,,	...	... Full	,,	,, ,,
Saturday,	29th	,,	...	... Full	,,	,, ,,
Monday,	31st	,,	...	... Half	,,	,, ,,
Tuesday,	1st	September		... Full	,,	,, ,,
Wednesday,	2nd	,,		... Full	,,	,, ,,
Friday,	2nd	October		... Half	,,	,, ,,
Saturday,	3rd	,,	...	... Full	,,	,, ,,

BAGGING OF GOODS.

JAVA SUGAR BAGS INCONVENIENTLY LARGE.

(See *Report* 1901, *p.* 55.)

In November the Committee received from the Port Trust a representation on the subject of the inconvenient size of bag in which Java sugar was commonly imported, and the delays that sometimes attended their handling in the Docks. It was suggested that the Committee might communicate with the various interested firms on the subject, and this suggestion was at once acted upon, a circular being issued on the 16th November. (*Appendix* **JJJ.**)

PLAGUE AND ITS PREVENTION.

INOCULATION ADVOCATED BY CHAMBER.

(See *Chamber's Reports*, 1897, *p.* 848; 1898, *pp.* 59 *and* 158.)

The first of the two references given at the head of this chapter relates to the speech made and the Resolution carried by Mr. Reginald Gilbert at the Annual General Meeting of the Chamber held on the 9th of February 1898 in favour of representing to Government the value of inoculation as a preventive of plague. Both in the speeches made on that occasion and in the wording of the Resolution, the demonstrated efficacy of inoculation was dwelt on no less than the failure of all other measures. It will be seen from the second reference given that the Resolution was duly communicated to Government, and that Government, in its reply, intimated that, while still regarding inoculation as in an experimental stage and insisting that its adoption by the people must be absolutely voluntary, the results so far attained were considered by them to be encouraging, and that every facility was and would continue to be offered.

The Committee accepted the statement of Government that inoculation must still be regarded as experimental; but they have naturally watched with attention the results attained with

this and with other measures designed to restrict the ravages of a disease which, apart from all other considerations, has continued to inflict the greatest injury on commerce and on the productiveness of the country. One symptom of the evils produced by it has been the growing **deficiency of labour** in Bombay; and enquiry as to the causes of this deficiency left no doubt that it was to a large extent due to the reluctance of people who possess other means of livelihood to come to a city notoriously and obstinately infected by a deadly disease. It would appear from the failure of all such measures as quarantine, evacuation, segregation and disinfection in Bombay that they are definitely inapplicable to the conditions of such a city. It is unnecessary, and indeed would here be out of place, to review the efforts made by Government and by the Bombay Municipality in the directions indicated and in that of inoculation. It is enough to say that the Committee has become possessed by a growing conviction that, although all outward excitement about the plague has disappeared, the persistent mortality is gradually destroying and displacing those sections of the common people who regarded Bombay as their home, and is repelling those who would have been disposed to come from other parts of the country to obtain employment. Naturally, to men of business, this is made most apparent in the failure of the old sources of labour; and the intensification of this trouble has in the last eighteen months reached a point when misgivings about the future become unavoidable.

The consistency with which a substantial measure of success has attended inoculation has appeared to your Committee no less remarkable than the failure of other measures so far as Bombay is concerned. The remedy has had to contend with a prejudice by no means confined to the native population, and has probably suffered to some extent from errors of method adopted by authorities who have been called upon to confront

all the difficulties inherent in a sudden and virulent epidemic in an outlying district. To this latter class of evils may probably be ascribed the mishap at Mulkowal in the Punjab, where nineteen persons inoculated at one time died of tetanus, evidently resulting from the operation. But in the City of Bombay, where every facility exists for the steady prosecution of a consistent policy in respect of plague, the failure of the more time-honoured remedies has seemed to produce only a state of inaction, and no really sustained effort on an adequate scale has been made to familiarise the people with the benefits of inoculation and to acquaint them with the slightness of the physical inconvenience attending it. Certain of the more enlightened communities, such as the Parsis and the Khojas, have at various times spontaneously undertaken inoculation operations on a considerable scale; and the results obtained in these cases remain interesting illustrations of the benefits to be derived from it. The Bombay Municipality made certain endeavours to introduce it among the common people; and in spite of defects believed to have existed in their procedure, here also much good was patently done. Some part of the moderate popularity it acquired at one time was due to the offer of small **monetary rewards** to persons willing to be inoculated. But it appeared to the Committee that these rewards were bestowed on a principle that offered no prospect that willingness to be inoculated would be communicated from one person to another. All that could be done by a reward so paid was to induce individuals not strongly averse from inoculation to submit to it. It did not in any way tend to induce among the inoculated a disposition to **encourage others** to follow their example; and the result was that all the labour of individual persuasion fell upon a staff inadequate to the task and suspected by the people because they were officials. Nothing but sporadic inoculation could be looked for from such a system, and in fact nothing more was achieved.

The Committee of the Chamber, taking a serious view of the evils attending the continued infection of Bombay, felt it necessary to move Government to adopt a strenuous and continuous policy of one kind or another in respect of plague. But it is a rule with the Committee that its representations to Government on any subject should, so far as possible, be accompanied by **specific proposal of a constructive kind,** since these commonly have the effect of testing to some extent the practical nature of their recommendations. In canvassing the various measures to which Government might profitably have recourse, the Committee formed afresh the view affirmed by their predecessors in 1897, that the only remedy that has results to show for itself is inoculation. They therefore attempted to formulate some definite scheme for the encouragement of inoculation, and which might avoid the errors that had vitiated previous efforts. Among the appendices, and attached to the letter with which it was transmitted to Government on the 1st September 1903, will be found a memorandum embodying a **scheme** which it was hoped would lead to the communication from one person to another of a willingness to be inoculated.

Shortly after the despatch of this letter and memorandum to Government, the Committee were pleased to notice that His Excellency Sir James Monteath, while on tour, was using his influence to procure a more general adoption of inoculation among the people ; but in Bombay, up to the time of writing, nothing definite has been done, and nothing beyond a formal acknowledgment of the letter of the 1st September has been received from Government. (*Appendix* **KKK.**)

PORT OF BOMBAY.

Landing of Coal—Stevedores' Charges.

On the 13th of August 1903, the Secretary of the Indian Mining Association in Calcutta addressed the Chamber with

a view to inducing them to intervene on the subject of the high charges made by stevedores in this port in recent years for the discharge of coal steamers. The Association pointed to the admitted fact that the charges now made in this connection are high, and urged that the Committee should move the Port Trustees to exert some sort of pressure upon the stevedores to reduce those charges. The Committee replied that the matter was not one in which they would feel justified in addressing the Port Trustees, since the charges in question were purely a matter of bargain between owners and stevedores and subject to the usual laws of supply and demand. It was further explained that the growing inadequacy of **dock labour** in Bombay had become a very serious question, which was separately engaging the attention of the Chamber and of the Port Trust; and that, in spite of the high charges complained of by the Association, it was understood that during the last three months the stevedores had lost heavily. (*Appendix* **LLL.**)

SCARCITY OF LABOUR IN THE DOCKS.

In October, certain members represented to the Committee the importance of providing for adequate Dock accommodation and labour to deal with the increased flow of trade likely to result from further Railway development in Western India. It was specially urged by the writers that the Port Trust should be moved to expedite the construction of the new Docks and to arrange for such a supply of labour as would prevent congestion of goods in those Docks which already existed. Perusal of this Report will show that the Committee had already taken action on both these subjects. They had satisfied themselves that the Port Trustees were doing their best to hasten the commencement of the new Docks; but seeing that some four or five years must pass before that work would be completed, they were alive to, and had

already in several quarters represented, the need for a most ample supply of Dock labour. To this matter also, as the Committee were aware, the Port Trustees were giving their best attention; but they took occasion to point out again to that body the gravity of the results that would attend any failure of the organisation of the Port to keep pace with the growing traffic. In particular they urged the importance of keeping all Dock spaces and sheds clear, so far as possible, for export cargo, and of giving contractors emphatic warning that they must have sufficient labour at hand to conduct night work regularly and efficiently. The firm who had addressed the Chamber on the subject were informed of the Committee's action, and a **circular was issued** to all the members of the Chamber begging them to warn their stevedores and muccadums of the exceptional demand for labour that is likely to arise. (*Appendix* **MMM.**)

TOWN DUTIES.

Further Proposals by the Chamber.

(See *Report* 1901, *pp.* 28 *and* 282; 1902, *pp.* 116 *and* 591).

During the past year the Committee have steadily prosecuted a movement initiated nearly three years ago for the reform of the Municipal Town Duties system. A reference to the Reports in 1901 and 1902 will show that the Committee first took this matter up because they considered, in the first place, that the abuses attending the **refund** system were flagrant and officially admitted; in the second place that those abuses resulted chiefly from the impracticable requirements of the refund By-law, and that consequently the only remedy lay in the abolition of a particular By-law. At a discussion with the Municipal Commissioner on the 25th September 1902, a strong case was put forward by the Commissioner against the

abolition of this By-law. It was pointed out by him that such abolition might give rise to a new set of frauds, possibly as great as those existing at present, and the Committee consequently decided not to press this point further. As the Municipal Commissioner informed them that he was willing to consider a scheme substituting a small **town duty without refunds** in place of the present system, the Committee turned their attention to this, and drew up a scheme which they submitted to the Commissioner early in the year. (See *Appendix.*) After considerable correspondence and discussion, the Committee have felt it necessary to abandon this scheme, recognising that **transit duties** are wrong in principle, Government having already ruled in terms to this effect.

In a final letter on the subject the Committee after stating their reasons for abandoning a scheme of transit duties, raised the larger question of the **abolition of the Town Duties.** Reference was made to a passage in the recently published Municipal Budget Statement, which suggested the possibility of a reduction of the General Tax. It was pointed out that a two-per cent. reduction in that tax would involve a sacrifice of revenue approximately equal to the average Town Duty revenue from Sugar and from Grain and Pulse with Flour. It was urged that the low ratio borne by the nett realization on these commodities to the Gross Revenue collected in respect of them established a claim for their exemption as a preliminary to the ultimate abolition of the whole Town Duties system. Reference was also made to the fact that, while the **cost of water** to the City was calculated at some 3·07 annas per thousand gallons, the **charge by rating** averaged only 11 pies per thousand. The attention of the Commissioner was drawn to the fact that, according to **the Act**, the charge by rating was to be fixed with reference to the cost of the water; and it was contended that a charge

of 11 pies per thousand gallons was out of all relation to a cost of 3·07 annas. The proposal of the Committee, therefore, was that the charge for water by rating should be brought into harmony with the provisions of the Act. (*Appendix* **NNN.**)

MUNICIPAL TAXATION.

On the 7th of April the Bombay Millowners' Association, having regard to the fact that in relation to Town Duties and to Water Charges the two bodies had, respectively, been contending for the transfer of Municipal Taxation from Trade to Property, addressed the Chamber with a view to a joint representation to Government in support of this principle. The Millowners' Association stated that their Committee were disposed to believe that the relative shares of Municipal Taxation borne by Trade and by Property, respectively, in Bombay could be shown to be disproportionate. Your Committee, in acknowledging the letter, stated that they had not sufficiently studied the general taxation of Bombay in comparison with that of other towns in India, but had instructed the Secretary to prepare for their consideration some notes upon such a comparison as would be necessary. The Secretary, however, has hitherto had no leisure to undertake the study of the subject.

CALCUTTA.

City Improvement Scheme.

(See *Report*, 1898, *p.* 81.)

On the 16th April, the Bengal Chamber addressed to your Committee certain inquiries regarding the working of the Bombay Improvement Trust, for the reason that it was proposed to establish a somewhat similar body in Calcutta. The subject being large and complex, a special Sub-Committee was appointed to go into the various questions raised by

the Bengal Chamber. The Report of that Sub-Committee was adopted without amendment, and a reply in the terms recommended therein was despatched on the 5th May. (*Appendix* OOO.)

SERVICE ON SPECIAL JURIES.

By Merchants in Responsible Positions.

(See *Chamber's Report*, 1896, *pp.* 78 *and* 249.)

In the month of July, the serious nature of the inconvenience attending the service upon Special Juries by merchants in responsible positions was represented to the Committee by certain members. It was urged that increased facilities should be granted to persons in responsible positions to obtain exemption when called upon to serve. At present, even a person whose case was obviously one for exemption, could obtain it only on incurring legal expenses ranging from Rs. 15 to Rs. 50, and on his attending personally on the morning of the Sessions. Further, it was thought that some arrangement should be made to obviate the necessity of the personal attendance of Special Jurors on the off chance that the case on which they were to serve might be called. It was also urged that Special Jurors should have the right to leave the Court and go to their place of business during the luncheon hour, and that they should not be required to serve on Saturday afternoons, Bank holidays and Mail days; that a general revision should be made of the list of Special Jurors with a view to including all those whose place of business was in Bombay but who resided in suburbs like Bandra; and lastly, that Special Jurors should be paid in all cases except those relating to crimes against person or property. The importance of the matter was recognised by the Committee, and it appeared to them that a simplification of procedure obviating useless legal expenses might be made, and that power might be given to the Clerk of the Crown to dispense with the formal attendance

of a person whose attendance was calculated to affect important interests injuriously. It might also be provided that the head of any firm or company, of which an employee was summoned for service, might depute for such service any other employee qualified to act. A Sub-Committee consisting of the Chairman and two members was appointed, and they, after their report had been adopted by the General Committee, were instructed to seek an interview with the Chief Justice. The Chief Justice was good enough to accede to the proposal, and appointed Thursday, the 3rd September. A copy of the memorandum of 1st September, which will be found among the appendices, was forwarded to the Chief Justice in advance.

Sir Lawrence Jenkins, in replying to the several points put forward by the deputation, intimated that the Sheriff, when issuing summonses to Special Jurors, would attach a slip notifying a date up to which applications in writing for exemption would be entertained and dealt with by the Sheriff. Special Jurors would be instructed that in case of emergency application for exemption should be made to and would be dealt with after that date by the Clerk of the Crown. His Lordship further stated that no objection would be raised to Special Jurors leaving the High Court during the luncheon interval, provided they returned punctually to the time notified. He could not, however, entertain the suggestion that the Sessions Court should not sit on Saturday afternoons, Bank holidays and Mail days ; but, by arranging not to commence any Special Jury case on a Friday or a Saturday, the Chief Justice believed that inconvenience to business men would be practically avoided. The deputation thanked the Chief Justice for the considerate manner in which he had received their representations.

A few days later a letter was received from the Sheriff of Bombay, who, after referring to the interview with the

Chief Justice, intimated that in future a postscript would be attached to the summons stating that the Juror need not attend unless a notice appeared in the local columns of the *Times of India* and *Bombay Gazette* requiring his attendance. Special attention was invited to the head notes on the Jury slips which were sent yearly—about January—to all local offices, and should be returned, duly filled in, before the end of February. Applications for exemptions, reasonably supported, reaching the Sheriff three or four days before the closing of the panel would, if possible, be complied with. After the closing of the panel, such applications would have to be made to the Judge appointed to preside.

The Committee, in reply, thanked the Sheriff for his letter, and stated that the postscript to the summons would tend to remove one of the hardships imposed on merchants. Since it appeared to the Committee that the additions to the Special Jury List of the names of those gentlemen of suitable position, but not at present included in it, might be beneficial, they had revised that section of the list which related to Europeans and now forwarded it for consideration to the Sheriff.

The Committee of the Chamber wish to place on record their appreciation of the courtesy and consideration shown to them by the Chief Justice, and to express the hope that members of the Chamber will make a point of seeing that no unfair advantage is taken of the concessions so considerately granted. (*Appendix* PPP.)

SALARIES OF PRESIDENCY MAGISTRATES.

The Committee had before them in September the considerations relating to the efficiency of the Bombay Police Courts and the pay of the Presidency Magistrates. It was well known that the work of the Police Courts had very

greatly increased, and the Committee were aware that in some cases the salaries attached to those posts had in recent years been found insufficient to induce barristers of adequate qualifications to accept appointment. It might, they believed, well happen that, in the event of the absence on leave of the Chief Presidency Magistrate, a suitable substitute could not be found, and the lack of continuity involved in such a special arrangement as had on one occasion been resorted to, would in any case be open to objection. It was assumed that the post of Chief Presidency Magistrate must be held by a European barrister. If a European barrister of good qualifications but not actually experienced in the work were suddenly called upon to assume the duties of Chief Presidency Magistrate, there would, under present conditions, be some risk of inefficiency, and the possibility of such inefficiency might conceivably operate against the appointment of a European to the post. The Committee therefore, in submitting their views to Government on the matter under date the 9th of September, begged that Government would be pleased to consider the advisability of restoring the salaries of all Presidency Magistrates to the level at which they stood before the reduction made at the instance of the Finance Commission. The Government, in acknowledging the receipt of the letter, stated that His Excellency the Governor in Council fully recognised the necessity for the appointment of efficient incumbents to these posts. (*Appendix* QQQ.)

PIECE-GOODS.

Definition for Customs purposes.

On the 28th of October, the Collector of Customs addressed the Committee regarding the descriptions of textiles to be recognised as piece-goods under the Sea Customs Act. He alluded to the fact that the list of piece-goods attached to the

compilation of the Rules and Notifications under the Merchandise Marks Act relates primarily to this Act and might not be held as comprehending all goods which the trade regards as piece-goods. He accordingly forwarded an expanded list which was "claimed to be **a representative list of cotton goods regarded in the trade and by commercial usage as piece-goods.**" In doing so he invited an expression of opinion on the said list and any suggestions the Committee might think fit to make.

The Committee replied that the list seemed fairly comprehensive, but they added certain descriptions of goods which had been omitted, and stated that in **their opinion** it would not be found possible to make the list quite comprehensive, having regard to the very great variety of styles of goods now imported and to the fact that these styles are continually changing. The lists referred to will be found in the correspondence among the Appendices.

Among the Appendices will also be found copy of a Custom Circular, No. XIX of 1902, giving the decision of Government of India regarding the classification as apparel of cotton prints of 2½ yards and upwards having a selvage and fringe at either end. (*Appendix* **RRR.**)

Gray Shirtings imported into India.
Numerals as Merchandise Marks.

In a letter dated 28th March 1903, the Collector of Land Revenue, Customs and Opium, Bombay, asked for the opinion of the Chamber as to whether numerals borne by certain gray shirtings imported into India, which numerals approximated to, but slightly exceeded the weight of such goods, were not likely to mislead the ordinary retail buying public into supposing that the figures were intended to represent the

weights of the different qualities of cloth. The Collector's reference applied in particular to the following goods:—

Stamp.	*Dimensions.* Yds. In.					
10	... 36 × 33	Weighing	9	lbs.		
11	... 38 × 43	„	9	„	15	oz.
11¼ ...	... 38 × 43	„	10	„	6	„
11½ ...	... 38 × 43	„	10	„	12	„
12	... 38 × 43	„	10	„	14	„
12½ ...	... 38 × 48	„	12	„		
13	... 38 × 48	„	12½	„		
16	... 38 × 48	„	13	„		

It was specifically mentioned that these numerals were not qualified by the prefix "No." The matter received the careful consideration of the Committee, and in addressing the Collector on 7th April 1903 they stated that, in their opinion, the relation between most of the stamp numerals actually quoted by that official and the corresponding weights was such as might, even when the numerals were qualified by the prefix "No," so mislead an inexperienced buyer purchasing one piece at a time. The Committee added that they had received from a member of the Chamber particulars which made it plain that the Collector's enquiry related more particularly to certain goods imported by that firm, and which showed that the case in point was not a very good example of the broad principle stated in the correspondence, inasmuch as the particular goods in question had been so imported by that firm for so considerable a number of years previous to the introduction of the Indian Merchandise Marks Act as to be regarded as securing to the numerals habitually borne by them official recognition as trade marks. The Committee, in conclusion, thanked the Collector for having raised the question, adding that it would not, in their opinion, be well that an extended use of markings of the kind discussed should be allowed. (*Appendix* **SSS.**)

Cut Pieces—Allowance in respect of.

(See *Report*, 1903, *p.* 115.)

Enquiries received during the year show that it is necessary to repeat, as was done in last year's Report, that the **Chamber recognises no rule** as to the allowances to be made in respect of cut pieces.

Silk Yarns Measured.
Length Certified.

There was in 1904 a complete absence of the demands for certified measurements of the lengths of piece-goods, but in one instance the Committee, at the request of one of the parties to a dispute, appointed a gentleman to measure a lot of Silk Yarns and certify to their length.

Short-Reeled Yarns.

(*References*: *Reports for* 1900, *page* 98; 1901, *pp.* 19, 211, 518; 1902, *pp.* 119, 618.)

In the correspondence which passed between the Chamber and the Bombay Government in 1902, the Chamber was invited to express an opinion as to the expediency of Government's instituting prosecutions against mills practising the short-reeling of yarn. The Committee then stated that they would favour the suggestion that Government should prosecute those engaging in such practices, and that they believed that the issue to all mills of a circular intimating the intention of Government to take such action would have an excellent effect. In continuation of this correspondence the Committee, in September 1903, received a communication from the Finance and Commerce Department stating that the Government of India had decided that measures should be taken to stop the practice of short-reeling yarn that was intended for sale in India; and that, with this end in view, they considered that prosecutions should be instituted against

persons who intentionally manufactured short-reeled yarn for sale in this country. The Government of India, however, desired to avoid interference with the trade in yarn manufactured for export, and they considered it necessary to draw up very precise instructions for the guidance of the inspectors of factories by whom these prosecutions would be instituted, defining accurately the class of cases in which proceedings should be taken and indicating the method by which such cases should be investigated. The Government of India accordingly proposed to appoint a small Committee, of which the Commissioner of Customs, Bombay, would be the Chairman, to consider this question in detail, and to frame the necessary instructions. The Chamber was accordingly invited to nominate a representative to serve on the Committee in question. On 10th September 1903, the Chamber informed the Government of India that Mr. C. H. Armstrong (of Messrs. Lyon & Co.) would represent the Chamber.

The Committee met on 1st October 1903, and the report containing their recommendations is published in the appendices. Mr. Sassoon J. David, who represented the Millowners' Association, was unable to assent to all the recommendations of the Committee, and his minute of dessent will also be found in the Appendices.

Up to the time of writing this report no announcement had been made as to the course to be pursued by Government, but it is understood that legislation will shortly be undertaken. (*Appendix* TTT.)

COTTON CULTIVATION.

Improvement of the Indian Staple.

A very large proportion of the old Reports of the Chamber are taken up with records of measures, engaged in or proposed for the improvement of Indian cotton. There is scarcely

one of the Chamber's volumes in which the questions relating to such measures do not figure largely; and for this reason it would be useless, as well as difficult, to give references. It has been the practice to reprint in the Chamber's Reports the lengthy monographs prepared by various authorities concerned in the cultivation of Cotton; and it appears certain that the largest section of the General Index now in preparation will be that devoted to the subject in question.

Among the Appendices will be found the text of a most interesting and important "Note" by the Inspector-General of Agriculture in India on the **Experiments made during the year 1902-03 in the improvement of Indian Cotton.** A copy of this note with a set of photographs of various staples was forwarded to the Chamber by the Inspector-General of Agriculture on the 25th September. The note was read by the Committee with the greatest interest; and as various members desired to possess copies, these, together with extra copies of the photographs (for which a small charge was made), were procured on account of those members. A copy was also forwarded to the Millowners' Association.

A copy of the illustrations is preserved in the Chamber's library for reference. (*Appendix* **UUU.**)

COTTON.

Sample submitted to Chamber for Report.

In March 1903, the Political Agent, Kolhapur, submitted to the Committee for opinion a sample of cotton (*Gossypium herbaceum*) said by him to be grown in the gardens of houses in the Southern Mahratta country, and occasionally in irrigated fields along the lines of water channels. He stated that "the plant lasts for 12 years, during which time it is perennial.

When mature and properly watered it covers an area of about 100 square feet. The **yield** from one plant may be taken as about 1 lb. per annum, which would give, say, 435 lbs. to the acre, returning, at 6 lbs. per rupee, Rs. 72-5. The plants require watering once a week, and as they last 12 years, the only expense is that of watering, weeding, and picking. They flourish in light soil. The ginning process is easy, as the seed separates without difficulty from the cotton. In the Dekkhan the variety is known as *dev kapoos*, and is used for making the Hindus' sacred thread, or *janava*." In response to his enquiry as to whether the cotton had any commercial value, the Committee replied that the sample had been submitted to experts, who agreed that it resembled Dharwar cotton in appearance; that the staple was excellent; that its **market value** would be from Rs. 240 to Rs. 250 per candy of 784 lbs., less 5½ per cent.; and that it would command a good sale if produced in sufficient quantities, say from 5,000 to 10,000 bales. It was added that the yield of 435 lbs. to the acre was regarded as extraordinary, being about five times the average outturn of the ordinary Indian plant.

MEASUREMENT OF COTTON FOR CONTRACT PURPOSES.

At Jaithas and Godowns.

Arrangement with the Cotton Trade Association.

At the request of the Bombay Cotton Trade Association, Ld., the Committee in January 1903 undertook tentatively the work of measuring cotton at jaithas and godowns for contract purposes. The appended circular issued by the Cotton Trade Association gives the outline of the procedure agreed upon.. The fees collected by the Cotton Trade Association are paid over to the Chamber at the time when the application for measurement is forwarded for compliance. Certi-

ficates issued under this arrangement bear the following words :— "This certificate is for contract purposes only under the rules of the Cotton Trade Association, Ld., and must not be used for shipment of Goods."

During 1903 only eleven lots of bales, aggregating 1,710 bales, were measured under this arrangement.

BOMBAY COTTON TRADE ASSOCIATION, LD.

Rules regarding measuring of Cotton at Jaithas and/or Godowns in Colaba.

"Members and Associate Members requiring bales of Bengal or Sind cotton measured at their jaithas or godowns at Colaba must send the fee and give notice in writing to the Secretary of the Bombay Cotton Trade Association, Limited, stating :—

1st—Marks and number of bales.

2nd—Where the bales are stored.

3rd—The latest date on which they require the bales measured.

The Secretary of the Association, on receipt of the fee and application, will arrange with the Secretary of the Chamber of Commerce for a measurer to attend at the place named as soon as possible after receipt of the application.

The fee for measuring will be the usual one, *viz.*, 3 pies per bale of each lot, for which the average measurement is certified.

At least five per cent. of each lot will be measured (the bales being selected by the measurer), and a certificate of the average measurement will be given to the applicant.

The rate of freight on which the claims for extra measurement are based will be fixed by the Directors at their monthly meetings, and will be applicable for all claims made during the following month on cotton measured in the jaithas and/or godowns under these rules.

N.B.—The Secretary of the Chamber of Commerce hopes to be able to arrange for a measurer to attend on *the day after* the receipt of the application, but in order to facilitate the working of the scheme, firms are requested to give as long a notice as possible, and, when possible, to avoid asking for their bales to be measured at the end of the month when the work of measuring bales at the Bunders and Docks is generally much heavier than it is early in the month.

By order of the Directors,

C. J. MICHAEL,
Secretary.

19*th January* 1903.

CULTIVATION OF GROUNDNUT SEED.

(See *Reports*, 1901, *p.* 122, *and* 1902, *p.* 96.)

During several years the Chamber has been in correspondence with Government on this question, with a view to inducing them to recognise the improvement in the Madras trade as proof of the advantage of importing fresh seed. The Director of Land Records and Agriculture, however, while undertaking careful experiments in the cultivation of imported seeds, has consistently declined to recognise the development in Madras as due to the distribution of foreign seed, and has refused to resort to such distribution. Meantime the decline in the quality of Bombay seed and the diminution in the trade done through this port continue. The following figures, showing the exports of the seed during the last three years as compared with previous years, illustrate in a remarkable degree the gravity of the position :—

1900-01.....	2,525 tons	1891-92	53,355 tons.
1901-02.....	4,676 „	1892-93	55,036 „
	„	1893-94	53,223 „
1902-03.....	2,890 „	1894-95	78,488 „

In view of these figures, Messrs. Ralli Brothers, who had in previous years offered to procure suitable seed for Government, moved the Committee in April 1903 to re-open the question and at the same time renewed the offer referred to.

The Committee, in drawing the attention of the Government to the continuous decline in exports of this seed, dwelt strongly on the serious position of this trade at the present time. The figures shown above were quoted and the gravity of their significance was once more set forth. The Committee referred to their repeated recommendations that steps should be taken to procure an adequate supply of good foreign seed for distribution to cultivators, and to the fact that in their letter of 17th January 1902 they had conveyed the offer of a member of the Chamber to procure for Government such a supply as might be expected to bring about an improvement similar to that observed in the Pondicherry crop. Through the courtesy of the firm in question the Chamber was now enabled to renew this offer, and in doing so they urged that a decision be come to in time for the arrival of the seed on the ground before the ensuing season. The Committee were of opinion that the present position of the trade rendered delay most undesirable, and they confirmed the views expressed in their letter of the 31st January 1901 that the present position of the cultivation was such that it would be better to import and distribute such seed as had already succeeded than to wait the result of experiments, which might possibly show yet another seed to be slightly better.

The Director, in acknowledging the letter, thanked the Chamber for the offer it contained from a member to procure the importation of foreign Groundnut seed, and enclosed a report from the Deputy Director of Agriculture, which will be found among the appendices. The Committee, viewing the practical extinction of what had formerly been a large trade, regretted

that the Department of Agriculture were still unable to make any definite recommendations to Government; but the Report of the Deputy Director unquestionably suggested that the introduction of the foreign seed, if unaccompanied by measures to arrest and repair the exhaustion of the soil, might be only temporarily beneficial. (*Appendix* VVV.)

WHEAT.

Alleged Increase of Dirt and Tare in Shipment.

In January 1903 a letter was received from the London Corn Trade Association calling the Chamber's attention to the great increase of dirt and tares in that season's shipments of No. 1 Club Bombay Wheat, in consequence of which buyers would not, as was alleged, pay the premium they formerly did for this description, and expressing the hope that the Bombay Chamber of Commerce would put pressure upon the shippers to be more careful with regard to future shipments. The Committee, in acknowledging receipt of the letter, stated that they had no means of exerting pressure on shippers in the matter, but had forwarded a copy of the Association's letter to the firms concerned in the trade, and hoped that the defects complained of might be abated.

The letter referred to was circulated to members on the 7th February 1903.

LEMON-GRASS OIL

Otherwise called Rosha Oil.

Samples from Kolhapur.

In the beginning of May certain samples of this oil were sent to the Committee for opinion by the Political Agent, Kolhapur and Southern Maratha Country. The samples were submitted to separate experts, who agreed that the quality could not compete with Khandeish oils and that practically there

could not be said to be any market for products containing so large a percentage of fatty substance. It was, however, said that business might possibly be done at about Rs. 2-12-0 per seer, against Rs. 5-4-0 obtained for Khandeish oil; and all the information obtained was duly communicated to the Political Agent.

An article on the Lemon-Grass Oil Industry appeared in the third number of the *Indian Textile, Mechanical and Electrical News*, and was reviewed and quoted in the *Times of India* of the 14th November 1903.

INTERNATIONAL ARBITRATION.

Agreement between Great Britain and France.

The Bengal Chamber, in the beginning of October, passed a Resolution expressing approbation of the proposed Treaty of Arbitration between Great Britain and France and forwarded a copy to this Chamber, asking whether it would record a similar Resolution; but the Committee, having learnt from the Press telegrams that the negotiations in the matter had already passed the stage at which declaration of opinion could have any practical effect, replied that they preferred not to take any action. Their position in this matter was proved to be correct as the Agreement between the two Powers, which is regarded as of the most favourable augury, was signed in London a few days later.

COMMERCIAL INTELLIGENCE.

Bureau for India.

(See *Report*, 1902, *pages* 85 *and* 497.)

During the year under report, no definite steps seem to have been taken for the establishment of the Indian Commercial Intelligence Bureau, although a sum of Rs. 70,000 was set

aside in the Budget of the current year to meet the cost of inauguration and initial maintenance, and H. E. the Viceroy, in his speech at the Jubilee Banquet of the Bengal Chamber, indicated that an appointment of officers was about to be made. It has been reported that the whole scheme was shelved by the late Secretary of State on the score of extravagance; but the appearance of an identical *démenti* in the Indian Press, together with a small article in the *Times* of the 27th October, would appear to indicate that there is some movement to revive the project under Mr. Brodrick's *régime*.

EGYPTIAN GOVERNMENT CONTRACTS.

(See *Chamber's Report*, 1902, *pp.* 88 *and* 526.)

With reference to the correspondence which the Chamber had with the Bombay Government in 1902 on the above subject, the Committee, under date 7th March 1903, received a communication from the Acting Secretary to Government, General Department, Bombay, together with copy of a despatch from Lord Cromer to His Majesty's Secretary of State for India, dated 3rd January 1903, regarding the requirements of the Indian Chambers of Commerce in respect to Egyptian tenders; and the Committee were asked to supply the further information required by the Egyptian Government in the matter. In the Despatch referred to, Lord Cromer stated that it would be desirable that he should be informed in some further detail as to the requirements of the Indian Chambers of Commerce in respect to Egyptian tenders. The letter added: "If it would be sufficient for these bodies to receive the tri-weekly issues of the Egyptian *Journal Officiel* (which are now forwarded by me to the Commercial Department of the Foreign Office, the Board of Trade, and the *Contract Journal*), the matter can be easily arranged, and copies could be sent to Bombay, Calcutta, and Madras if desired. But if complete *cahiers de charges*, such as are now from time to time sent to Your Lordship by His Majesty's Consulate in

Cairo are required, it will be necessary to address the Egyptian Government on the subject, as only a limited number of these *cahiers* are now produced, and these are sold to applicants who state their intention of tendering for any specific contract. It would thus be scarcely possible to supply more than one Chamber with these papers. I should be glad to learn the wishes of the Indian Authorities as to the course to be pursued."

In the reply made by the Chamber, under date 19th March 1903, the Committee stated that the *Journal Officiel* would not give such full particulars as would enable the Indian merchant to tender for an Egyptian contract, and that it would, in most cases, arrive too late to admit of the timely procuration of the *cahiers de charges*. It would probably, therefore, be necessary, the Committee added, that the *cahiers de charges* should be furnished, and they expressed the hope that His Majesty's Secretary of State for India would find it possible to arrange that this should be done.

At a later date, namely, 14th May 1903, the Chamber received from the Bombay Government a copy of a communication from the Government of India, dated 28th April 1903, in which it was stated that as the *cahiers de charges* were sold by the Egyptian Government to applicants who stated their intention of tendering for any specific contract, the Government of India did not see their way to asking that the documents should be supplied free of charge to Indian Chambers of Commerce. It was, however, added that if the Chambers were prepared to pay for the *cahiers de charges*, arrangements could doubtless be made for their prompt transmission to India. The Bombay Chamber of Commerce was accordingly asked whether it was willing to meet any charges that might be made by the Egyptian Government for the supply of the *cahiers de charges*. The Government of India also desired to ascertain what classes of tenders were likely to be sent from India, and

the Committee were asked to communicate with any other Indian Chambers of Commerce which might be interested in the subject and to submit joint proposals to Government.

On further consideration of the matter, it appeared to the Committee that the cost of obtaining all the *cahiers* would be considerable ; and since it would be most difficult to select special classes of tenders as suggested in the correspondence, they did not feel justified, in the face of the facts stated by the Government of India, in pressing Government to incur that cost. The Committee accordingly replied in this sense to the Bombay Government under date 20th May 1903. (*Appendix* WWW.)

COMMERCIAL EDUCATION.

Proposed Modification of Syllabus.

During 1903 a practical effort has been made to prepare a draft scheme for such an examination in commercial subjects as would be suitable at once to the natives of India and to employers in mercantile offices.

It is recognised that the present examinations do not give employers an assurance of practical efficiency in those who have passed, and the effect is that the examination as a real qualification for employment can hardly be expected to retain such popularity with pupils as would appear to be indicated by the number of entries. The principal defects of the present syllabus may be said broadly to be—

(*a*) The multiplicity of "compulsory" subjects, some of which could be useful only in exceptional cases. The effect of such multiplicity of subjects is to prevent a pupil's mastering thoroughly those which he will certainly require.

(*b*) The existence of a considerable number of "optional" subjects, most of which could be useful only in extraordinary cases, but some of which (*e.g.*, Typewrit-

ing) ought to be among the compulsory subjects. The "optional" element in the examination creates in the mind of a possible employer some uncertainty as to the precise meaning of the qualification. Instead of its being a recommendation to a merchant that a candidate has passed an examination that included several subjects of doubtful usefulness, it is the reverse; and an employer would commonly prefer an applicant who held a certificate that he had taken no ornamental subjects, but had devoted himself to acquiring real mastery of those that are essential.

(c) The fact that certain of the subjects that appear in the Senior Course but do not appear in the Junior Course, are precisely those which demand long practice and in which a clerk must be expert at the time of taking up an employment. Typewriting and Shorthand may be instanced. In both of these, speed is a preliminary condition of any opportunity for further practice and progress after a clerk has entered on actual work. And speed is dependent on good method, which again can be secured only if the teaching is supervised or controlled from the beginning.

Mr. Hesketh, the Principal of the Elphinstone High Schools, was deputed by the Director of Public Instruction to consult in a preliminary and informal manner with various members of the Committee; and the conclusions arrived at by the former after such consultations were embodied in a Report made by him to the Director of Public Instruction and which will be found among the Appendices. This Report was forwarded to the Chamber with a letter from the Director, of Public Instruction, dated the 27th of July. One of the most important facts communicated in that letter was that it is the intention of Government that the Educational Department

should take over from the University of Bombay the conduct of the University School Final Examination; and that in all probability the School Final Examination, under these new conditions, will take the place of the Preliminary Examination at first proposed by Mr. Hesketh. These documents, both of which, together with a subsequent letter, dated 12th August, should be read carefully, formed the text of a discussion which took place on the 7th October at a meeting of Committee at which the Director of Public Instruction was present. The conversation had the effect of establishing a much fuller understanding of the practical requirements of commercial employers; and the conclusions arrived at are shown by the appended extract from the Minute Book.

Extract from the Proceedings of the Meeting held on the 7th October 1903.

Mr. Giles, the Director of Public Instruction, met the Committee at 3-30 P.M. to discuss the question of Commercial Education.

The discussion turned mainly on an amendment of the School Final Examination, which the Department proposes to undertake with a view to rendering it more of a qualification for practical work in an office. The general idea was that the number of subjects should be reduced and thorough training given in those few that were generally required in all business offices. Mr. Giles stated that the compulsory subjects would probably be thorough English, Vernacular and commonsense arithmetic, with typewriting and shorthand as optional subjects.

Mr. Giles, in his letters to the Chamber, had expressed a wish that the Chamber should "recognise" these examinations; but on discussion as to the form that such recognition could take, it was recognised that the Chamber, as a body, could in no way influence its members in the selection of employees,

and that the practical recognition of the examination, in the sense of the employment of those who had passed, would result from success attained in procuring the thorough training of the students. It was agreed that the members of the Chamber, short of pretending to a formal and meaningless recognition of the examination, would collectively and individually do their best to give these students an opportunity of showing the extent to which such success had been attained. (*Appendix* XXX.)

COMMERCIAL EDUCATION.

CHAMBER'S REGISTER OF CANDIDATES SUCCESSFUL IN EXAMINATION.

(See *Report*, 1902, *pp.* 88 *and* 539.)

In 1902 the Committee acceded to the request of Government that the names of candidates successful in the Senior and Junior Examinations held locally in conformity with the Standards of the London Chamber of Commerce should be registered in the office of the Chamber for facility of reference by members desiring to employ clerks so qualified. The register was duly opened, and both at the time of opening and again when the list of the successful candidates in 1903 was received, circulars were issued to members. Up to the present, however, the register has not been consulted by a single employer, and the Committee take this opportunity of bringing again to the notice of members the fact that such a register is available.

The Committee have to thank the **London Chamber of Commerce** for a copy of a lecture delivered by Sir Albert Rollit on "*Chambers of Commerce and their Functions, including Commercial Education*," which was read with much interest, although the functions of a Chamber of Commerce in India differ somewhat largely from those of a similar body at home.

STANDARD TIME FOR ALL INDIA.

PROPOSED ADOPTION OF.

In the early part of the year a discussion was raised by the Chairman in Committee as to the expediency of moving for the adoption of a Uniform Standard Time for all India. There was a general recognition of the anomaly inherent in a system under which railways kept a time different from that observed in the places they served; but, on the other hand, it was admitted that this system imposed no real inconvenience on the community, with the exception of that very small section which travelled by rail without having knowledge of the discrepancy between railway time and local time. There was an impression that in a busy centre, and especially in one that was largely concerned with shipping, the adoption of a standard time at variance with the solar time might cause inconvenience greater than that which it was sought to remove; and it was known that in at least one Indian port, where the solar time varied greatly from any time likely to be made general throughout India, there was the strongest feeling of opposition to any such proposal. The matter was therefore allowed to drop.

Subsequently, in the month of April, the Committee were formally consulted by the Bengal Chamber of Commerce on the same subject; and they replied that, while they were not unanimous on the point, the majority of the members of Committee would favour the adoption of a standard time.

On the 15th of May the Bengal Chamber of Commerce reverted to the question, forwarded a note explaining the slightly modified lines on which its discussion was at that time proceeding in Calcutta, and invited an expression of opinion regarding it.

The Committee felt that the matter was one on which it was necessary to consult the general body of members, and on

the 6th of June a Circular was issued setting forth the various factors to be considered.

It was explained that **Calcutta time** is 33 minutes ahead of Railway time, and **Bombay time** is 30 minutes behind Railway time. These differences between the local times and railway time cause some inconvenience to railway travellers. They do not, except in respect of telegrams across India, affect the ordinary operations of business; and in a seaport it is possible that a discrepancy between the standard time, if adopted, and the solar time used by shipping might give greater trouble.

Members were invited to state which of the following proposals they preferred:—

First proposal.—That one uniform time, preferably Madras or Railway time, should be adopted for all India. Whether it would be possible for Karachi and Rangoon to adopt a time varying so greatly from their solar time is doubtful. Indeed it is understood that in one of these ports, at all events, there is unqualified hostility to the change.

Second proposal.—That India should be divided into an Eastern and a Western zone, each with its own standard time.

Third proposal.—That the time to be observed throughout the Eastern zone should be the true solar time of Calcutta instead of that of the 90th degree, and that the time to be observed throughout the Western zone should be one hour later, or, in other words, should vary by 3 minutes only from the true solar time of Bombay.

Fourth proposal.—That the present system be maintained.

The Committee regret to say that they found it impossible to interest the commercial community in the question, and that the few replies elicited by their Circular on the subject gave so little indication of any strong or even clear preference for any of the proposals suggested, that it was impossible to regard them as otherwise than most inconclusive.

They, therefore, addressed the Bengal Chamber on 17th July stating that, on the whole, they believed that the general preference in Bombay was for a continuance of the present system, the various ports keeping their own solar time and the Railway keeping the time of Madras. (*Appendix* **YYY.**)

REFERENCES TO THE "TIMES."

The file of the *Times* is preserved in the office of the Chamber, and an index is kept by the Secretary of articles and letters appearing in that paper on subjects relating to Indian affairs.

DECIMAL AND METRIC SYSTEMS.

(See *Report*, 1902, *pp.* 141, 143 *and* 668).

At page 143 of last year's Report, a fairly full range of references on this subject were given. It is unnecessary to repeat them.

During the year 1903 the movement has made progress, attested by the greater frequency with which the need for reform is expressly asserted in the press and by public bodies. The Manchester Chamber of Commerce continued its efforts, and submitted to the annual **Conference of the Chambers** of Commerce in London a Resolution urging that Government should be pressed to give some early recognition of a practical nature to the principle of decimal reckoning. This Resolution was duly adopted (*see* page 8 of the *Times* of the 5th March 1903); but the most definite demonstrations in favour of the movement during the past twelve months have emanated from the House of Representatives of the **Australian Common-**

wealth on the one hand, and from the **Customs Congress of the American Republic** on the other. The facts are succinctly set forth in the following letter from the Secretary of the Decimal Association in London, which appeared in the *Times* of the 19th August 1903, page 9. The address of the Association is Botolph House, Eastcheap, London, E.C., and persons wishing to study or support the movement should communicate with Mr. E. Johnson, the Secretary.

(*Letters in "Times" of 19th August* 1903, *p.* 9.)

"On June 9 the House of Representatives of the Commonwealth of Australia passed the following Resolutions:—

'That, in the opinion of this House, it is desirable that the metric system of weights and measures should be adopted with the least possible delay for use within the Empire.

'That the most convenient method of obtaining the objects stated in Resolution 1 is the passage of a law by the Imperial Parliament rendering the use of the metric system compulsory for the United Kingdom and for all parts of the Empire, whose Legislatures have expressed or may thereafter express their willingness to adopt that system.

'That these Resolutions be communicated by address to His Excellency the Governor-General for transmission to the Secretary of State for the Colonies.

'That the foregoing Resolutions be forwarded to the Senate by message, with a request for its concurrence therein.'

"These Resolutions were introduced jointly by the Prime Minister and the Chairman of the Committee on Decimal Coinage, and are clearly the outcome of the recommendations of the Colonial Premiers at the Coronation Conference.

"At the same sitting when the Report of the Select Committee on the coinage of the Commonwealth was brought up

for adoption, it was resolved that, in the opinion of this House, any change to decimal coinage by Australia should, in order to confer in any great measure the benefits expected from it, be preceded by its adoption in the United Kingdom, and, if possible, be accompanied by the metric system of Weights and Measures.

"At a Customs Congress of the American Republics held in Washington, U. S. A., in June 1903, the recommendations of a Committee which voted unanimously in favour of the metric system were fully endorsed. It was pointed out that, the metric system being in use in all the Custom-houses of the South American Republics, and the Customs services of the United States having to expend large sums in the translation of metric equivalents into their own weights and measures, the common adoption of the metric system would be of great advantage in a practical business way, and the Committee urged the Congress earnestly to strive to accomplish that end."

The progress made in the practical recognition of the metrical system as a trade factor is indicated by the following letter which, on the 8th September last, was addressed by the Manchester Chamber of Commerce to the Board of Trade, in reply to an enquiry as to whether it would not be more convenient that in all returns relating to Foreign and Colonial Import Duties upon yarns and textile fabrics, the English equivalents should be shown at a rate per pound instead of per hundredweight as at present :—

MANCHESTER CHAMBER OF COMMERCE,
September 8, 1903.

"Sir,—In reply to your letter of the 13th August, I am desired by the President to express thanks for the manifested wish of the Board of Trade to issue the returns of the Foreign and Colonial Import Duties with a unit of weight which will be found convenient to those interested.

"I have to report that, as between the two units mentioned in your letter, there is a general opinion that the rate *per lb.* is more convenient than the rate *per cwt.* A third suggestion has, however, been made quite spontaneously by several firms to whom a circular of inquiry on the subject was addressed. They urge that as the tariffs in most foreign countries gave the rate per kilogram or per 100 kilograms, it would be better to adopt the kilogram as unit in the returns. For, *practically,* all foreign countries' invoices are required to be made out with the kilogram as the unit."

(Sd.) WALTER SPEAKMAN,
Acting Secretary.

SIR A. E. BATEMAN, K.C.M.G.,
Board of Trade, Whitehall Gardens, London.

During the past 12 months a strong movement has arisen in Germany for the compulsory use of the metric system of weights and measures for certain goods imported from abroad. It is thought that the movement will eventually be successful, in which case British manufacturers will be compelled to supply the German market with packets conforming to the decimal system if they wish to compete at all.

A paragraph appeared in the local Press on the 3rd December to the effect that the Secretary of the Decimal Association had received from the Premier of New Zealand a copy of a Weights and Measures Act which was passed by the House of Representatives at Wellington on the 28th July, 1903. This measure contains a clause making it lawful for the Governor at any time by proclamation to declare that from and after the date named in the proclamation, being not sooner than the first day of January, 1906, the metric system shall be the only system of weights and measures recognised for use in New Zealand and thereafter it shall not be lawful to use any weights and measures other than those.

DECIMAL SYSTEM.

Cents of Rupee introduced in East Africa.

On the 9th of August the Committee received from the "Mombassa Chamber of Commerce" a telegram inviting the assistance of the Committee in a protest said to have been made by them against the introduction of cents in the monetary system of their place. As the Committee had no definite information as to the measures protested against and were, if anything, favourable to the adoption of the decimal system wherever such adoption might be possible, they invited their correspondents to furnish them with particulars. They also begged that a copy of the Rules and Regulations of the Mombassa Chamber, together with a list of members, might be furnished them, as the existence of this body had not been known before.

A reply, dated 25th October, was duly received, but the writers did not explain in what way the introduction of the decimal system was likely to injure trade.

Decimal Association.

Chamber's Donation Renewed.

The Committee in December 1903 renewed their donation of £5 to the Decimal Association.

PREFERENTIAL TARIFFS.

(See *Report*, 1902, *p.* 512.)

In June last, a prominent member of the Committee raised the question of preferential trade within the Empire by a letter in which he referred to the Mr. Chamberlain's speech of the 15th May, and suggested that a general meeting of the Chamber might be called in order that the members might come to some spontaneous decision in the matter. It was resolved, however, to take no such action.

At that time the issues involved had not been sufficiently defined to admit of conclusive discussion ; nor had the specific proposals of Mr. Chamberlain or of the Government been clearly stated and subjected to detailed examination. It was further realised that for a Chamber of Commerce in India, having a cosmopolitan constitution, the question of preferential trade within the Empire involved considerations peculiar to the Chamber itself.

SOUTH AFRICAN IMMIGRATION.

Cape Colony Immigration Act, 1902.

The Government of Bombay forwarded to the Committee, with a letter, dated 28th January 1903, a copy of a Resolution issued by the Government of India in connexion with an Act passed by the Government of Cape Colony similar to the Australian Immigration Restriction Act, 1901. In this Resolution it was stated that the Government of India had not yet received a copy of the said Act, which was to come into force on the 30th January 1903, but that it was understood that under it " immigrants will be required to write satisfactorily an application in some European language," and that its effect will no doubt be to " exclude altogether from the Colony Indians of the labouring and petty trading classes." The Governor-General in Council requested all local Governments and Administrations to make the information generally known, and to warn intending emigrants at the port of embarkation of the risks they incurred in proceeding to the Colony.

In their reply, addressed to Government on the 12th February, the Committee alluded to the fact that **a similar Act had been in force in Natal for years.** The Cape Colony Act was understood to have been passed in the latter half of January and to have come into force on the 1st February, with the effect that great hardship resulted to emigrants who had already sailed for the Cape. The Committee, in their letter of the 19th Decem-

ber 1901 to the Bombay Government, explained their passive attitude in the matter of the Australian Act, which excluded from **mail contracts vessels carrying coloured crews**, but they considered that there was no analogy in this matter between the position of Australia and that of Cape Colony. The former was a true self-governing Colony where white labour was efficient and sufficient and which had established its claims to manage its own affairs. The climatic conditions of South Africa, on the contrary, were such that the proper development of its resources was admittedly and absolutely dependent on a supply of reliable coloured labour. The Committee submitted that the South African community, their country having been set in order by the Empire at large, had no title to monopolise the resources of that country to the prejudice of its own speedy development and to the jeopardy of the rest of the Empire. The Committee represented that the strictly Indian aspect of the question involved chiefly the right of the native of India to settle and hold property in Africa. The success of the Indian native trader throughout East Africa was, in their opinion, of the best proof of his civil virtues and of his value in the development of a tropical country. If he competed with a certain minority of white men engaged in the retail trade of the country, he did so by rendering living less costly to the majority, and the high cost of living in South Africa was notoriously one of its gravest economical difficulties. But the Committee hoped that it might be recognised that there is a great difference between excluding a class of natives who engage in trades or perform duties for which white men are not disqualified by the climate, and excluding labour which neither the white nor the black community on the spot is able to furnish and which is indispensable to the country's development. The Secretary for the Colonies had recently declared that in these matters it was impossible for the mother country to run counter to colonial sentiment. But the Com-

mittee ventured to submit that India, being in a very special degree concerned in the settlement and development of South Africa, might now reasonably refuse indentured labour under the Indian Emigration Act to Colonies that denied to British subjects of Indian birth those rights that were enjoyed by Negroes of inferior civilisation and by foreigners who have no known claim but that which the Indian immigrant daily establishes by the performance of some service required by the community. Generally the Committee expressed the hope that the Government of India would take every opportunity of furthering a condition of things under which British Indian subjects of His Majesty would have the same rights as those enjoyed by all other subjects of His Majesty, of going to reside and settle in any part of His Majesty's dominions unrestricted by any legislation.

The Bombay Government intimated that the Chamber's letter had been forwarded to the Government of India.

With a letter, dated 26th February 1903, the Government of Bombay forwarded a copy of a Resolution of the Government of India, "publishing the more important provisions of the Cape Colony Immigration Act, 1902." As these are given *literatim* in the appendices, it is not necessary to recapitulate them here, the gist of the Act, so far as Indians are concerned, apart from definitions, penalties, etc., being contained in para.2, clause (*a*), which prescribes that among "prohibited Immigrants" shall be—

> "Any person who, when asked to do so by any duly authorised officer, shall be unable, through deficient education, to himself write out and sign in the characters of any European language an application to the satisfaction of the Minister."

A further letter, dated 10th March 1903, was received from the Bombay Government, stating, for the information of the

Chamber, that the Government of India had intimated that the whole subject of emigration to South Africa was receiving their careful attention in connexion with the deputation to India of two delegates from Natal, who had been sent by the Government of that Colony to discuss various matters pertaining to emigration to Natal.

In June the Chamber received from the British Indian Association at Johannesburg a copy of a Petition addressed by them to Lord Milner in this matter. The Committee, however, having fully represented their views to Government, could only record the papers.

In December 1903 Government notified to the Chamber the principal provisions of the Southern Rhodesia Immigration Act. It was noted with satisfaction that provision was made for the exception of Asiatic British subjects of stated classes; but the Committee drew the attention of Government to the fact that such exemption was not apparently extended to those retail traders of Indian origin who had performed and were performing so important a function in the development of Africa. (*Appendix* ZZZ.)

SOUTH AFRICA.

Permits to Persons proceeding to.

In Resolution of Bombay Government, General Department, No. 100, dated 16th January 1903, with accompaniments, will be found certain rules governing the issue of permits to persons proceeding to South Africa.

SURVEYS.

Goods Damaged in Railway Transit. Payment of Survey Fee.

On the 18th of July the General Traffic Manager of the G. I. P. Railway wrote to the Committee for information as to the custom governing the payment of Survey Fees in cases of survey upon goods damaged in railway transit. He stated

that the goods in question—carpets—were damaged by rain in transit; that the railway had them surveyed and paid the claimant the amount at which damage was assessed, less the Surveyor's fees. The claimant had however protested, stating that it was a rule of the Chamber that when surveys are held the party against whom the award is given pays the survey fees of both parties.

The Committee replied that the Chamber's Rules for Arbitrations referred solely to arbitrations conducted under the auspices of the Chamber, and therefore could not apply to the case stated. But it was added that, in circumstances similar to those described, a ship, being the losing party, would pay the arbitration fees as a matter of course, and that the question was so well understood that the claimant's position appeared to the Committee to be perfectly reasonable and proper. (*Appendix* AAAA.)

SPECIAL ARBITRATION (SUGAR).

On the 16th December 1902, the Committee were asked by two firms, one stationed at Madras and the other at Calcutta, to appoint an arbitrator in a dispute concerning the capacity in which the Calcutta firm had acted as towards the Madras firm in connexion with certain contracts for the sale of sugar in Calcutta. The gentleman at first appointed to arbitrate declined on the ground that his firm were the Bombay Agents of one of the parties to the dispute, and the Committee then appointed Mr. W. W. Petrie, of Messrs. Ralli Brothers, to settle the points raised. This was done, and, in view of the complicity of the issues involved, the arbitration fee was fixed at Rs. 150.

SPECIAL ARBITRATION (MATCHES).

On 9th November 1903 a native firm of importers in Bombay submitted, for the decision of the Chamber, two tickets of match boxes, both printed in red on white paper. The

distinctive feature of the first ticket (Swedish) was a single key placed horizontally and surrounded by scrolls, medals and words. The distinctive feature of the second ticket (Japanese) was a pair of keys crossed and surrounded by scrolls, words and a mitre. The questions submitted to the Chamber for decision were (*a*) whether the Japanese label would be considered an imitation of the Swedish label; (*b*) whether it would be an infringement of the latter's trade mark. The matter was referred to a Committee of Arbitration—consisting of Messrs. C. H. Armstrong, Marshall Reid, C.I.E., and O. Schilizzi—and these gentlemen decided that both these questions must be answered in the affirmative. It may be mentioned that this matter was treated as a special arbitration for the first time, and a fee of Rs. 35 was charged, Rs. 10 being paid to each of the arbitrations, and the balance credited to the Chamber's Funds. At the meeting of Committee held on 2nd December 1903 it was resolved that the award in this and in future similar cases should be issued only on the signature of the Secretary, and this was accordingly done in the dispute under reference.

LEGISLATION.

Poisons.

Bill to provide for the Regulation of the Possession and Sale of all Poisons in certain Local Areas, and the Importation, Possession and Sale of White Arsenic Generally.

(See *Chamber's Report*, 1900, *p.* 78.)

The question of restricting by legislation the sale and possession of poisons in India has been under the consideration of Government for many years. The present Bill—which will be called the Poisons Act—provides in the first place for the control of the sale of poisons generally within municipalities

and within cantonments. It also authorises the prohibition of the importation of **white arsenic** into British India except under license, and empowers the Local Government to regulate the sale of that poison within the whole or any part of the Province, and its possession in any area in which murder by poisoning with that drug, or the offence of mischief by poisoning cattle, is of frequent occurrence. It further takes power for the Governor-General in Council to apply to any other poison the provisions relating to white arsenic; and thus there will be an immediate remedy at hand should it be found that other poisons are beginning to take the place of white arsenic for criminal purposes. Finally, protection is secured for acts done in good faith by members of the medical profession and by chemists and others who deal with poisons in the ordinary course of their business. The measure will be permissive, and its effectiveness will depend entirely upon the extent to which it is applied, and upon the success attained in framing and enforcing rules under it.

Under date 22nd August 1903, the Chamber received from the Bombay Government a copy of the above Bill, together with the relative papers, and was asked to express an opinion on the provisions of the proposed measure.

The Bill was duly considered by the Committee, and, in addressing Government under date 3rd September 1903, they stated that the proposed legislation appeared to them to be unobjectionable. (*Appendix* **BBBB.**)

CRIMINAL PROCEDURE.

Assaults upon Natives by Europeans.

GOVERNMENT INTERFERENCE WITH JUDICATURE.

The Committee were favoured by the Bengal Chamber of Commerce with an advance copy of a memorial which various Associations in Calcutta were about to address to H. E. the

Viceroy on the subject of certain action taken by His Excellency in Council in respect of collisions between Europeans and Natives, and particularly in respect of a case known as "the Bain Case." It was suggested that the Chamber, as such, should sign this memorial, but, having regard to the constitution and traditions of the Chamber, the Committee did not see their way to do so.

THE NEW PERSIAN CUSTOMS TARIFF.

ANGLO-PERSIAN AND THE COMMERCIAL TREATY.

(See *Report for* 1902, *pp.* 141—665—692 ; *and for text and allusions see Board of Trade Journal, Feb.* 19*th*, 1903, *and London "Times," Feb.* 16*th and* 20*th, and July* 16*th and* 29*th*, 1903.)

By the new Persian Tariff which came into force on the 14th February 1903 no discrimination in favour of Russia and to the detriment of India was ostensibly made, but the highest duties were imposed on certain descriptions of goods which in fact are imported from India, while reductions were made in the duties on goods chiefly derived from Russia. The text will be found in the Board of Trade Journal of 19th February, and important references to it will be found in the London "*Times*" of the dates mentioned above.

It will be seen that the effect of the Tariff would have been the destruction of the bulk of the trade between India and Persia. Intense dissatisfaction and indignation were produced among the local merchants, who telegraphed cancelling orders and contracts for tea and other commodities directly affected. It was reported that although the local merchants had not received any reply from the Central Persian Government to a memorial presented by them, an informal suggestion had been made by the Government that the merchants should accept the situation in view of the indebtedness of the country

and seeing that the Foreign legations had unanimously recognised the Tariff. The merchants, however, both at Bushire and at Gulf Ports remained obdurate and for some time declined to clear goods subject to the new Tariff.

Your Committee **despatched a telegram** on the 6th March to the Government of India pointing out that the effect of the Tariff would be most injurious to Indian trade and urging that the old Tariff should be allowed to stand for six months pending negotiations. Their action was strongly supported by the Bengal Chamber. (*Appendix* **CCCC.**)

PERSIAN TRADE, SEISTAN ROUTE.

(See *Chamber's Report*, 1902, *p.* 138.)

In a letter dated 20th January 1903, Captain Webb-Ware, Political Assistant, Chagai, stated that the Government of India had issued instructions that a rebate to the extent of 7/8 of the Customs Duty levied on goods imported into India was to be allowed on all goods which were exported to Persia *via* the Quetta-Seistan Trade Route without breaking bulk in transit, and whose arrival in Persia was certified to by H. B. M. Consul, Seistan.

The letter was circulated for information to all members of the Chamber.

EXHIBITIONS.

Louisiana Purchase Exposition, 1904.

(See *Report*, 1902, *pp.* 136 *and* 645.)

In the Report for 1902 will be found a report of a meeting of the commercial community, called by the Chamber of Commerce for the purpose of hearing the Special Commissioner of the United States Government on the subject of the participation of this country in the Louisiana Purchase Exposition to be held at St. Louis in 1904.

The Committee of the Chamber were from the first sensible of the suitability of such participation, even as an act of international courtesy; but it was evident to them that there were few branches of trade largely conducted on this side of India which could hope to derive substantial advantage from representation at St. Louis. Bombay's staple commodities of **grain and cotton** obviously stood no chance against the native products of America; and while in certain other lines of commerce there has seemed to be a tendency to expansion, such expansion was found to be apparent mainly in articles like **hides and skins**, which were least designed for presentation at an exhibition. **Carpets** represented almost the only commodity of a suitable nature and in which Bombay was to any extent concerned; but although the growth in the exports of this article to America in recent years has been great, the trade is still of an entirely secondary importance, and remains to a considerable extent in the hands of dealers not represented on the Chamber of Commerce. It was evident, moreover, that high **import tariffs** in the United States formed a barrier to any very warm expectation as to the practical result of participation; and although it may be remembered that the Special Commissioner in his address argued that the growth of a considerable trade between India and America would contribute to the abatement of those tariffs, the view was generally taken that the probabilities lay rather in the opposite direction.

The general attitude of the trade community towards the project was therefore found to be so reserved that the Committee did not feel itself justified in making any heroic recommendations in the matter, and on the 15th January they instructed their Secretary to ascertain from the Secretary of the Bengal Chamber whether there was any likelihood of cordial and effective action on their side of India. But the difficulties that presented themselves to merchants in Bombay appeared

to have been recognised with force only slightly less by those in Calcutta; and the letter which the **Bengal Chamber** ultimately addressed to Government on the 10th of February held out no extravagant expectations of a practical nature. A copy of this letter was promptly forwarded to this Chamber, and on the 20th February the Committee addressed Government in support of its recommendations. On the 7th of March the Government of Bombay informed this Chamber that the Government of India had decided **not to participate officially** in the Exhibition, but that every assistance that might be reasonably possible would be given to intending exhibitors. On the 26th of March the Bengal Chamber of Commerce forwarded to this Chamber copies of letters addressed by the Government of India to that body and to the United States Commissioner to the effect that, in deference to actual experience of the inefficacy of participation by India in distant exhibitions, a decision in the terms already stated had been arrived at. The Government of Bombay forwarded copies of these letters on the 21st of April; but this Chamber had already, on the 4th of that month, communicated with the Bengal Chamber on the subject and intimated that, in view of the terms of Government's replies, it was not seen how any effective steps could be taken to further the end desired.

In the beginning of May, Mr. Palmer L. Bowen visited Bombay as the Commissioner to India for the same purpose, and the Committee gladly welcomed the opportunity of hearing from him the latest information as to the Exhibition and the prospects of participation by private Indian exhibitors. It was felt, however, that without the official support of Government, nothing on an extensive scale could be done. Mr. Bowen remained in India till the end of September, and on passing through Bombay reported himself fairly well satisfied with the number of exhibits that had been offered. (*Appendix* DDDD.)

Exhibition of Indian Art Manufactures held at Delhi in connection with the Coronation Durbar.

(See *Report*, 1902, *p.* 135.)

A copy of the Report of the Judging Committee of the Delhi Exhibition was received from Government in May, and will be found in the Bombay *Government Gazette*, No. 2499 of the 12th May 1903.

Liége International Exhibition.

In the Gazette of the Government of India for the 12th June, No. 20, will be found the official notification regarding the Liége Exhibition.

Copies of these notifications were received from Government, acknowledged with thanks and distributed to members.

ECONOMIC PRODUCTS OF INDIA.

ANIMAL PRODUCTS.

Government Publication.

On the 12th August 1902, the Reporter on Economic Products to the Government of India forwarded to the Chamber five copies, and at a later date 20 additional copies of "Provisional List of Notes and References to the Chief Indian Animal Products and Manufactures," and expressed the hope that the Chamber might be able to supplement the information already brought together by newer particulars on the lines indicated in the list. The letter, together with the publication, was circulated to members in due course.

COAL STORAGE UNDER WATER.

The *Times* of the 29th August 1903, page 8, contains an interesting letter by Mr. John Macaulay, General Manager, Alexandra Docks and Railway, New Port, recording, in

continuation of his letter of the 1st September 1902, some striking results found in the analysis of coal preserved under water as compared with coal exposed to air.

WHEAT.

(See *Chamber's Report*, 1902, *p.* 99.)

The following figures show the total acreage and outturn of Wheat in each official year from 1884-85 to 1902-03, taken from the *Report on the Area and Yield* of certain crops :—

Wheat.

Total average and outturn in each official year from 1884-85 to 1902-03 :—

Year.	Acres.	Outturn.
1884-85	27,820,000	8,013,000
1885-86	27,393,000	7,739,000
1886-87	26,735,000	6,391,000
1887-88	26,855,000	7,149,000
1888-89	25,912,000	6,362,000
1889-90	24,773,000	6,123,000
1890-91	26,576,000	6,876,000
1891-92	26,933,172	6,442,760
1892-93	27,653,624	7,535,846
1893-94	28,720,032	7,194,514
1894-95	28,536,734	6,935,201
1895-96	24,178,567	5,333,361
1896-97	20,659,380	5,356,142
1897-98	24,626,195	7,194,943
1898-99	25,453,167	6,808,501
1899-00	18,768,279	5,357,420
1900-01	24,284,053	7,157,597
1901-02	23,446,161	6,090,524
1902-03	23,312,118	7,894,412

The **Report on the Area and Yield of certain crops** does not go back further than 1891-92, so that it is thought well to preserve the Chamber's table of total acreage and yield

for the years back to 1884-85, and to correct and bring it up to date according to the latest returns.

N.B.—The figures for the years 1884-85 to 1890-91 are, according to the former practice of the Chamber, taken from the final General Memorandum on the Wheat Crop issued by the Government Statistical Department, and those for the years 1891-92 to 1902-03 from the official Annual Report of actual "Area and Yield" by the same Department. The following extract from Mr. J. A. Robertson's Review of the Trade of India for 1902-03 (page 17) gives an authoritative history of the Wheat Crop of the past year; but it must be borne in mind that the figures close at the end of March, so that those relating to exports do not include the large quantities that were shipped in later months :—

"Notwithstanding a generally unfavourable harvest, the "export of Wheat was, contrary to expectations, on a much "larger scale than in 1901-02 which followed a good har- "vest. Apart from the necessary cessation of exports on "extensive failure of the crop as in 1900-01, the trade "in Wheat depends on the very variable margin between "prices in India and Europe, and hence is subject to greater "fluctuations than the trade on any other principal staple. "With a big crop offering at remunerative prices a very "large trade may be done; and though the export of a "million and-a-half tons in 1891-92 was due to very ex- "ceptional conditions, there have been five other years since "1881-82, the last being 1898-99, in which the exports "have exceeded or approximated to a million tons. The "exports last year amounted to 514,607 tons, valued at "451·5 lakhs, prices being lower than in 1901-02, when the "quantity shipped was 366,091 tons, valued at 325·6 lakhs. "The bulk of the exports was, as usual, from Karachi. This "season there has been a very good harvest and with falling "prices a large export business should be done."

The form of table introduced in 1901, and in which the Provinces supplying Bombay are grouped together, is adhered to; an inspection of the figures will show—more particularly in respect of the said Provinces—a certain continuance of the unfavourable conditions noted since 1896. In the year 1901, it was pointed out that, in view of the successive failures of the rains in Western India, the average acreage and yield of the last five years had ceased to have any value as a presentation of the normal. For this reason a new column was introduced giving the averages of the five years anterior to 1896 when the cycle of misfortune began. This column is retained, and beside it will be found another showing the average of the last five years.

It will be seen that the total **acreage** under Wheat in all India in 1902-03 was some 14·1 per cent. less than the average anterior to 1896-97, about 2·8 per cent. more than the average subsequent to that year and about 0·57 per cent. less than 1901-02. On the other hand the **yield** throughout India in 1902-03 was as much as 16·8 per cent. more than the average interior to 1896, about 23·5 per cent. more than the average subsequent to that year, and about 29·6 per cent. more than that of 1901-02.

Taking the **Provinces supplying Bombay**, we find that the area under Wheat in 1902-03 was 7·2 per cent. less than 1901-02, and only some 1·2 per cent. greater than the disastrous year 1900-01, and in comparison with the normal period before 1896 some 42 per cent. below, and even as much as 7·3 per cent. worse than the abnormal five years of failure. The yield of these Provinces on the other hand shows a very marked improvement on last year's figures; for, as compared with acreage, it was nearly 25 per cent. less than in the normal period, being about half as much greater than the figures for 1901-02 as compared with 1900-01; about 27 per cent. greater

than in the abnormal five years, and actually 34 per cent. more than in 1901-02.

In the normal period, the Provinces supplying Bombay appear to have yielded about 35 per cent. of the total crop of India, this being slightly above the figures of the previous year. In the abnormal five years the yield of those Provinces was 22 per cent. of the whole, and in 1901-02 about 21 per cent., while the 1902-03 yield was nearly 23 per cent. of the total crop of India.

Bombay proper (including Native States) showed an area under Wheat less by 33 per cent. than the normal average; but in 1901-02 the area was 37 per cent. less than the average. As compared with the average of the five years of shortage there is a shrinkage of nearly 5 per cent., but the shrinkage in 1901-02 as compared with this same period was one of more than 11 per cent. In short, the acreage figures for 1902-03 show an increase of 6 per cent. over those of 1901-02.

The following is a note of the **Yield per Acre** in the various Provinces and periods :—

Provinces.	Average of 5 years anterior to 1896-97.	Average of 5 years anterior to 1901-02.	1901-02	1902-03.
	Tons.	Tons.	Tons.	Tons.
Bombay Proper ...	0·246	0·241	0·119	0·310
Provinces supporting Bombay Proper ...	0·189	0·182	0·170	0·256
All India	0·246	0·280	0·259	0·338

As stated in last year's report, too much reliance must not be placed on comparisons of figures showing the Yield per acre, for not in India alone it has been found that, even when actual crop conditions remain constant, improved methods of record and computation frequently produce contrasts. And

it should be borne in mind that a reduced Yield per acre in times of shortage is as often due to sparse sowing as to any failure of fertility.

The following quantities of Wheat were imported into India from Foreign countries in the official year 1902-03 :—

Imports of Wheat into India from Foreign Countries during the official year 1902-03 :—

	Tons.
Bengal ...	*Nil.*
Bombay ...	37
Sind...	2
Total ...	39

In the following table, which shows the exports of Wheat from the various Indian Ports to Europe, the predominant position of Karachi remains marked :—

Exports of Wheat from India to Europe in thousand of tons.

From	1903	1902	1901	1900	1899	1898	1897	1896	1895	1894	Average. 1896-1901	Average. 1891-1895
Bombay ...	189	10	2	...	143	289	...	71	126	78	84	318
Karachi ...	776	468	258	...	324	442	49	51	356	306	187	336
Calcutta ...	189	36	1	...	128	165	....	4	50	13	50	103
Total...	1,104	514	261	...	595	896	49	126	532	397	321	757

For reasons already stated it is thought well to give the average exports of five years anterior to the series of famines and of the six years of that series.

The course of Retail Prices of Wheat will be found on page 31.

WHEAT.

Share of each Province of Area and Yield for 1901-02 and 1902-03.

Provinces.	Area.				Yield.			
	Average of 5 years anterior to 1896-97.	Average of 5 years anterior to 1901-02.	Of last year's crop 1901-02 (rectified).	Of current year's crop 1902-03.	Average of 5 years anterior to 1896-97.	Average of 5 years anterior to 1901-02.	Of last year's crop 1901-02.	Of current year's crop 1902-03.
	Acres.	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.	Tons.
Bombay (including Native States)	2,428,701	1,702,691	1,510,459	1,617,891	608,365	410,238	179,034	502,508
Central Provinces	3,638,960	2,067,088	2,6 0,138	2,272,482	593,4[illegible]2	394,924	571,040	666,040
Berar	887,470	293 926	280,085	216,955	145,532	29,856	34,385	17,498
Rajputana	1,511,403	989,323	541,834	818,399	373,148	225,470	103,869	190,841
Central India	1,799,978	1,283,682	1,459,116	1,264,196	418 322	213,516	255,027	307,160
Sind	521,362	442,417	534,004	301,648	153,809	113,249	109,009	68,531
Hyderabad	1,446,969	772,996	603,182	503,760	91,506	19,128	38,853	43,215
Total of Provinces supplying Bombay	12,234,843	7,552,123	7,548,818	7,000,331	2,383,944	1,406,381	1,291,217	1,795,793
Punjab, including N.-W. Frontier Provinces ...	7,290,840	7,554,760	8,023,600	7,934,600	2,062,424	2,212,116	2,005,611	2,624,491
United Provinces of Agra and Oudh	6,199,033	6,051,765	6,461,729	6,926,164	1,861,094	2,234,524	2,401,940	2,972,497
Bengal	1,432,080	1,508,540	1,408,300	1,445,900	441,380	536,240	391,500	501,100
Mysore	2,951	3,515	3,714	5,123	202	357	256	531
GRAND TOTAL ...	27,159,747	22,670,703	23,446,161	23,312,118	6,755,044	6,389,598	6,090,524	7,894,412

COTTON.

The receipts of Cotton into Bombay during the past year constitute a record. Taking the figures from 1st July 1902 to 30th June 1903, they show as against those of the previous year's an increase of 312,000 bales or 14·56 per cent., while against the average of the previous ten years the increase is 732,000 bales or 42·51 per cent. For the calendar year the receipts for the year ending 31st December 1903 show an increase of 448,000 bales or 21·69 per cent. over those for last year and 762,000 bales or 43·51 per cent. over the average for the past ten years.

At the beginning of the season, receipts of about 23 lakhs into Bombay were anticipated, and later there was a disposition to decrease this figure. The late rains which fell, however, had evidently, while causing damage to quality, increased the outturn, and the crop turned out to be a record one. The receipts of Oomras were enormous, being 81,000 bales in excess of the previous largest. The Dhollera crop was disappointing, being only about 50 per cent. of what should be a normal crop; Broach was satisfactory in quantity though not in quality, while the other crops came up to early anticipations.

(Receipts of Cotton into Bombay of each growth.)

(000's omitted.)

Growths.	1902-03.	1901-02.	1900-01.	1899-1900	Average 1891-92 to 1900-01.	1903.	1902.	1901.	1900.	Average 1892 to 01.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales	Bales.	Bales.	Bales.
Khandesh and Central India	485	324	375	127	297	528	288	398	135	302
Barsee and Nugger ..	148	227	171	52	107	166	202	194	52	110
Berar and Central Provinces	813	702	799	143	382	792	683	831	232	399
Total Oomras ..	1,426	1,253	1,345	322	786	1,486	1,173	1,420	419	811
Dhollera	196	65	63	63	312	210	48	82	28	311
Broach	181	96	117	42	143	182	95	117	20	143
Compta and Dharwar..	110	129	67	119	130	139	129	70	74	124
Westerns	26	25	12	28	25	25	33	7	28	24
Bengal { Rajputana & N.-W. Provinces ..	452	488	244	340	270	395	511	314	243	282
Sind	50	64	12	28	32	69	55	29	19	33
Persian	4	9	9	11	10	2	10	7	12	9
Other Sorts	9	13	27	35	14	5	11	15	42	14
Total ..	2,454	2,142	1,896	988	1,722	2,513	2,065	2,062	885	1,751

For purposes of comparison the arrivals of each growth are shown in the annexed statement in thousands of bales in each of the past four seasons and four calendar years and the average of the decades in the same periods.

The shipments to Europe amounted to 921,000 bales against 525,000 bales last year. Owing to a moderate American crop there was a good demand for Indian Cotton in Great Britain and on the Continent, and the boom at the end of the season in the markets on the other side stimulated the export trade, which would have been even larger had it not been for the difficulties in the way of selection owing to the late rains having caused damage to quality and blackleaf.

The shipments to Japan and China were only 337,000 bales. The enormous shipments the previous year had left large stocks in both markets, in addition to which the Chinese crop was large and relatively cheap, while Japan took fairly freely of American Cotton, hence the demand from India was on a smaller scale. To Calcutta and Coast ports the total is the same as that of last year, and is of little importance in the figures. The aggregate shipments for the season totalled 1,270,000 bales against 1,257,000 bales the previous season or an increase of 1·03 per cent. For the calendar year, however, the figures were 1,527,000 bales against 1,092,000 bales, or an increase of 39·83 per cent. The local consumption of the Bombay Island Mills as ascertained by the Millowners' Association amounted to 986,000 bales against 987,000 bales the previous season. This season, owing to short time caused by the disproportionate values of cotton and yarn, a decrease in the consumption is anticipated.

(Exports of Cotton and Mill consumption.)

(000's omitted.)

To	1902 & 1903	1901 & 1902	1900 & 1901	1899 & 1900	Average 1891-1892 to 1900-1901	1903	1902	1901	1900	Average 1892 to 1901
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Great Britain	75	9	58	4	38	75	15	44	19	37
Continent	846	516	562	113	591	883	563	516	213	592
Total Europe ..	921	525	620	117	629	958	578	560	232	629
China & Japan	337	720	315	436	275	555	502	566	177	297
Calcutta and Coast ..	12	12	25	8	39	14	12	18	16	37
Total Eastward ..	349	732	340	444	314	569	514	584	193	334
Total Exports	1,270	1,257	960	561	943	1,527	1,092	1,144	425	963
Mill Consumption ..	986	987	696	745	776	*986	*987	*696	*745	*776
Grand Total ..	2,256	2,244	1,656	1,306	1,719	2,513	2,079	1,840	1,170	1,739

* Years ending 30th June.

Summarising the foregoing tabular statement we find that the export of cotton from, and consumption in, Bombay were distributed last season as follows :—

DISTRIBUTION OF RECEIPTS.

Exports to Great Britain	...	3·32 per cent.
„ „ Continent...	...	37·5 „
„ „ China and Japan	...	14·94 „
„ „ Calcutta and Coast...		·53 „
Total Exports ...	...	56·29
Mill Consumption ...	...	43·71
		100·00

Receipts of Cotton at Bombay in November and December of the annexed years, and the total for the first six months of each season since 1895.

Growth.	1903.	1902.	1901.	1900.	1899.	1898.	1897.	1896.	1895.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Khandeish and Central India.	101	43	67	67	42	65	44	63	115
Berar and Central Provinces..	125	156	152	145	51	166	44	75	143
Total Oomras ..	226	199	219	212	93	231	88	138	258
Bengal { N.-W. Provinces and Rajputana. }	85	135	106	58	128	40	29	88	129
Total new Crops ..	311	334	325	270	221	271	117	226	387
Old Crop growth from 1st July to 31st December ..	192	109	196	86	238	152	135	175	216
Total Old and New Crop for 6 months	503	443	521	356	459	423	252	401	603

The following figures show the clearances from Bombay to each European port in the last two years. Hamburg this year holds pride of place with 185,704 bales, followed by Antwerp with 161,635, the third place being taken by Trieste with 137,433 bales. Compared with the preceding 12 months the total shipments show an increase of 65·79 per cent.

(Actual clearances of Cotton from Bombay to different ports in Europe during the years 1902 and 1903.)

Names of Ports.	1903.			1902.			Increase or Decrease.	Percentage.
	6 months ending 30th June.	6 months ending 31st December.	Total for 12 months.	6 months ending 30th June.	6 months ending 31st December.	Total for 12 months.		
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool ..	57,828	4,070	61,898	6,044	6,559	12,603	+49,295	391·13
London	858	775	1,633	356	51	407	+1,226	301·22
Hull	7,173	2,358	9,531	1,653	104	1,757	+7,774	442·45
Manchester ..	1,987	200	2,187	..	100	100	+2,087	2,087·00
Marseilles ..	6,230	1,914	8,144	3,055	1,589	4,644	+3,500	75·36
Havre	34,676	4,726	39,402	12,698	3,863	16,556	+22,846	137·99
Dunkirk	64,099	6,198	70,297	40,696	4,261	44,957	+25,340	56·36
Antwerp	129,599	32,036	161,635	77,802	20,675	98,477	+63,158	64·13
Ghent	1,160	..	1,160	..	200	200	+960	480·00
Bremen	20,118	4,071	24,189	9,287	1,633	10,920	+13,269	121·51
Hamburg.. ..	149,930	35,774	185,704	79,225	19,736	98,961	+86,743	87·64
Barcelona ..	39,096	10,782	49,878	16,308	6,700	23,008	+26,870	116·78
Genoa	70,475	19,917	90,392	50,680	20,558	71,238	+19,154	26·88
Naples	4,010	2,300	6,310	2,600	4,300	6,900	—590	8·55
Venice	49,665	18,269	67,934	41,798	20,375	62,173	+5,761	9·26
Leghorn	2,100	310	2,410	1,600	800	2,400	+10	0·41
Catania	600	555	1,355	1,225	970	2,195	—840	38·26
Trieste	109,974	27,459	137,433	82,467	27,841	110,308	+27,125	24·59
Fiume	9,646	2.406	12,052	6,547	1,203	7,750	+4,302	55·51
Odessa	16,800	4,000	20,600	500	925	1,425	+19,175	1,345·61
Gothenburg ..	1,400	420	1,820	950	..	950	+870	91·57
Malmo	300	200	500	..	..	..	+500	..
Narkoping ..	..	110	110	..	..	..	+110	..
St. Petersburg ..	800	..	800	..	..	..	+800	..
Riga	..	200	200	..	..	..	+200	..
Constantinople ..	25	600	625	..	..	..	+625	..
Total..	778,549	179,650	958,199	435,486	142,443	577,929	+380,270	65·79

RAINFALL OF THE CALENDAR YEAR 1903.

(*See Chamber's Report*, 1902, *p.* 127.)

The following table, in which the year is divided into the Meteorological seasons observed by the Meteorological Department, is compiled from the reports issued by that office in order to present in condensed form a definite record of the weather of the past year :—

	STATIONS.	From 1st Nov. 1902 to 31st May 1903.			From 1st June to 31st Oct. 1903.			From 1st Nov. to 31st Dec. 1903.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Punjab and N.-W. Provinces.	Lahore ..	2·05	4·56	—2·51	12·35	15·54	— 3·19	0·31	0·15	—0·14
	Sirsa ..	0·45	2·78	—2·33	12·83	11·65	+ 1·18	0·00	0·32	—0·32
	Delhi ..	1·10	4·01	—2·91	12·09	24·08	—11·99	0·00	0·64	—0·64
	Agra ..	0·88	2·17	—1·29	23·47	26·25	— 2·78	0·00	0·40	—0·40
	Cawnpore ..	0·12	2·37	—2·25	31·50	33·57	— 2·07	0·00	0·61	—0·61
	Allahabad ..	0·22	2·40	—2·18	46·97	38·33	+ 8·64	0·00	0·49	—0·49
	Jhansi ..	0·46	2·19	—1·73	34·80	36·82	— 2·02	0·00	0·37	—0·37
Sind & Rajputana.	Jacobabad ..	0·83	1·27	—0·44	2·42	2·51	— 0·09	0·00	0·20	—0·20
	Karachi ..	0·92	1·61	—0·69	3·68	6·65	— 2·97	0·00	0·20	—0·20
	Jeypore ..	0·67	2·06	—1·39	22·72	23·99	— 1·27	0·00	0·39	—0·39
	Ajmere ..	0·70	2·04	—1·34	17·58	19·77	— 2·19	0·00	0·47	—0·47
Gujarat and Central India.	Deesa ..	0·19	0·76	—0·51	19·33	23·36	— 4·03	0·00	0·23	—0·23
	Ahmedabad ..	0·35	0·69	—0·34	26·02	32·55	— 6·52	0·00	0·45	—0·45
	Bhuj ..	0·20	0·62	—0·42	16·18	18·90	+ 2·28	0·00	0·19	—0·19
	Jamnagar ..	0·00	1·15	—1·15	26·64	22·57	+ 4·07	0·00	0·91	—0·91
	Dwarka ..	0·07	..	....	25·13	....	....	0·00	....	....
	Rajkot ..	0·70	0·72	—0·02	22·61	27·40	— 4·79	0·00	0·37	—0·37
	Bhav'gar Para	..	..	....	23·69	18·69	+ 4·80	0·00	0·54	—0·54
	Yeravel ..	2·37	0·71	+ 1·66	23·36	17·53	+ 5·83	0·00	0·68	—0·68
	Neemuch ..	0·27	1·43	— 1·16	30·40	28·64	+ 1·76	0·00	0·47	—0·47
	Indore ..	2·96	1·62	+ 1·37	46·89	32·02	+14·87	0·00	0·54	—0·54
Berar and Central Provinces.	Saugor ..	7·40	2·97	+ 4·43	41·27	45·60	— 4·33	0·00	1·03	—1·03
	Jubbulpore ..	3·42	3·22	+ 0·20	52·00	55·89	— 3·89	0·00	0·76	—0·76
	Hoshangabad	7·21	2·39	+ 4·82	44·50	49·49	— 4·99	0·00	0·98	—0·98
	Khandwa ..	4·76	1·57	+ 3·19	28·88	29·78	— 0·90	0·00	0·66	—0·66
	Raipur ..	1·60	3·38	— 1·78	39·29	47·27	— 7·98	0·01	0·71	—0·70
	Nagpur ..	4·23	3·78	+ 0·45	54·37	45·71	+ 8·66	0·00	1·29	—1·29
	Amraoti ..	3·34	2·90	+ 0·44	39·24	31·73	+ 7·51	0·00	1·16	—1·16
	Akola ..	3·62	2·85	+ 0·77	28·46	31·31	— 2·85	0·00	1·29	—1·29
Bombay	Surat ..	0·92	0·43	+ 0·49	40·11	43·60	— 3·49	0·00	0·17	—0·17
	Malegaon ..	10·58	1·77	+ 8·81	18·01	22·31	— 4·30	0·00	0·76	—0·76
	Bombay ..	8·78	1·47	+ 7·31	76·50	73·74	— 2·79	0·00	0·55	—0·55
	Poona ..	5·22	3·40	+ 1·82	18·79	24·49	— 5·70	0·00	1·25	—1·25
	Ahmednager ..	4·79	3·03	+ 1·76	31·60	19·39	+12·21	0·27	1·09	—0·82
	Aurangabad ..	10·12	..	....	26·80	..	....	0·00	....	..
	Sholapur ..	5·74	3·41	+ 2·33	38·47	27·57	+10·90	0·99	1·62	—0·63
	Ratnagiri ..	5·45	2·19	+ 3·26	105·69	105·16	+ 0·53	0·08	0·47	—0·39
	Bijapur ..	4·58	4·43	+ 0·15	25·41	20·15	+ 5·26	2·90	1·28	+1·62
	Belgaum ..	14·59	6·77	+ 7·82	37·53	43·36	— 5·83	0·80	1·88	—1·08
	Goa ..	13·78	4·82	+ 8·96	96·55	88·61	+ 7·94	1·58	1·16	+0·42
Malabar Coast and Mysore.	Karwar ..	12·94	6·08	+ 6·86	125·85	117·69	+ 8·16	1·06	2·15	—1·09
	Mangalore ..	13·03	11·56	+ 1·47	124·37	110·38	+13·99	1·58	3·10	—1·52
	Calicut ..	7·83	18·77	—10·94	105.76	96·34	+ 9·42	6·65	5·69	+0·96
	Cochin ..	21·03	29·05	— 8·02	102·73	86·37	+16·36	13·72	7·91	+5·81
	Bangalore ..	4·01	10·00	— 5·99	38·32	25·06	+13·26	10·38	3·81	+6·55
Madras	Secund'bad ..	5·70	4·73	+ 0·97	44·08	28·99	+15·09	1·26	2·03	—0·77
	Masulip'am ..	9·77	9·23	+ 0·54	47·01	31·68	+15·33	13·31	7·08	+6·23
	Bellary ..	4·13	5·06	— 0·93	18·63	14·67	+ 3·96	8·94	2·08	+6·86
	Cuddapah ..	5·69	7·77	— 2·08	31·70	24·93	+ 6·77	19·83	5·13	+14·70
	Madras ..	31·73	22·36	+ 9·37	30·21	28·03	+ 2·18	36·29	20·10	+16·19
	Coimbatore ..	11·03	9·60	+ 1·43	14·82	11·30	+ 3·52	3·31	4·51	—1·20
	Trichinopoly ..	21·37	14·32	+ 7·05	17·62	18·22	— 0·60	13·75	7·55	+5·90
	Negapatam ..	44·59	33·42	+11·17	23·37	22·14	+ 1·23	.....	....	..
Ceylon ..	Colombo ..	65·99	52·72	+13·20	36·99	36·58	+ 0·41	....	....	..
Aden ..	Aden ..	4·49	2·65	+ 1·84	0·65	0·32	— 0·27	0·02	0·57	+0·35

Statement showing the Total Measurement of Bales, and Miscellaneous Packages, with Receipts, for the year 1903.

Year.	Nett Bales Certified.		Nett Miscellaneous Articles.		Nett Round Logs.		Extra Fees.		Nett Totals.	
	Number of Bales.	Nett Fees.	Number of Packages.	Nett Fees.	Number of Logs.	Nett Fees.	Articles Certified.	Amount.	Packages.	Nett Fees.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
1903...	2,440,721	38,136 5 0	223,537	14,366 0 3	110	55 0 0	...	20 4 0	2,664,171	52,577 9 3

IMPORTS OF COAL INTO BOMBAY BY SEA AND RAIL.

The following return of the Imports of Coal into Bombay by Sea and Rail in the years 1896 to 1903 is prepared for information of members:—

From	1897	1898	1899	1900	1901	1902	1903
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe by Sea ...	116,101	193,814	304,887	58,631	82,434	176,500	168,780
Australia „ ...	10,597	4,128	6,745	...	1,390	5,141	15,943
Japan „ ...	24,545	16,817	75,387	23,936	56,565	7,421	11,022
Calcutta „ ...	429,972	380,945	343,297	591,997	741,474	463,973	660,654
Total by Sea ...	581,215	595,704	730,316	674,564	881,863	652,035	856,399
Total by Rail ...	87,979	110,452	41,196	74,426	33,015	22,984	*...
Grand Total ...	669,194	706,156	771,512	748,990	914,878	676,019	*...

* Imports by Rail for the year 1903 are not available, as Government discontinued publishing Quarterly Rail-borne Trade Returns.

COMMERCIAL MISSION TO PERSIA.

On the 17th September 1903, the Government of India addressed the Committee with reference to a suggestion made

by Major P. M. Sykes, His Britannic Majesty's Consul at Kerman, to send a Commercial Mission to South-East Persia for the purpose of examining the Kerman Province and then proceeding to Eastern Persia and Seistan. The Bengal Chamber was also addressed, and it was stated that should both the Chambers be prepared to entertain the suggestion, the Government of India would be ready to furnish general information and assistance, and would also consider the desirability of deputing a Government Engineer to accompany the representative or representatives of the Chambers. The Committee, before moving in the matter, inquired of Government as to what part of the expenses would fall to be borne by the representatives of the Chambers or by the Chambers deputing them. In the meantime, a communication on the subject was received from the Bengal Chamber, suggesting that if it was decided to send the deputation, the two Chambers might arrange to act in combination, which would be less expensive, and would serve all the purposes in view.

On the 28th October, a reply was received from the Government of India, in which it was stated that they would be prepared to grant to the delegate nominated a sum to be agreed on as representing actual travelling expenses, including the cost of locomotion for the individual and a reasonable amount of baggage and camp equipage. On receipt of this communication, a circular letter was addressed to members of the Chamber, stating that as the Committee were unable to delegate one of their number to join this Mission, they would be glad if any member could suggest for their consideration the name of some suitable representative. No member came forward, and no names were submitted to the Committee in response to their circular letter ; and a communication to this effect had been drafted to Government, when, by a fortunate coincidence, it was ascertained that Mr. H. McKerrow, of Messrs. C. Macdonald & Co., who was about to proceed on leave to

England, might probably be induced to consider the proposal favourably. Mr. McKerrow was interviewed on the subject, and although he was not at first disposed to take up the work (largely because the time spent in Persia would probably have to come out of his time in England), he agreed to consider the matter. Telegrams were at once despatched to the Government of India and the Bengal Chamber to the effect that a possible representative had been found, but that his time was limited and that the Committee would be glad to know the probable duration of the Mission, as also the time of starting if an appointment were made now.

No reply having been received from Government, a second telegram was despatched on the 2nd December, which elicited the following reply:—

"Your telegrams 26th November and 2nd December Commercial Mission Persia; definite reply cannot be given until we receive reply to telegraphic enquiry addressed to our Consul at Kerman."

The Committee had before them at the same time a letter from the Bengal Chamber, in which it was stated that Government were of opinion that considerable time would be required for the arrangement of preliminaries and that it was possible the duration of the Mission would be about six months. It was also thought that spring would be the time for a start. It was impossible, under these circumstances, to hope that Mr. McKerrow could take up the offer, the time of starting and probable duration of the Mission being totally unsuitable to his engagements.

The Committee accordingly in a letter to Government, dated the 10th December, stated that they had been obliged for the present to abandon the idea of sending a delegate. They had understood from the terms of Government's letter No. 2112, dated the 7th September, that the Mission was to

start soon after that date, and this consideration had governed all their action in the matter. It was known through the Bengal Chamber of Commerce that the Mission might not start till spring and might last six months. Either of these conditions would by itself be enough to debar the representative whom the Chamber had found. It seemed to the Committee improbable that any one having the requisite qualification and standing in business would be able to absent himself from his own business for six months unless he were given such substantial remuneration as this Chamber was not in a position to furnish. (*Appendix* **EEEE.**)

APPENDIX—A.

BALANCE-SHEET OF THE BOMBAY CHAMBER OF COMMERCE—From 1st January to 31st December 1903.

By RECEIPTS.	Amount. Rs. A. P.	Rs. A. P.	To EXPENDITURE.	Amount. Rs. A. P.	Rs. A. P.
Balance on 31st December 1902	....	43,341 4 3	Rent ..... Rs. 3,120 0 0		
Subscriptions	14,849 11 4		*Less*—Amount charged to Millowners' Association, etc. ..... „ 1,020 0 0	2,100 0 0	
Publications	19,446 11 7		Printing—		
Measurement Fee Account—			Miscellaneous Papers.... Rs. 633 15 0		
Measurement Fee Receipts. Rs. 52,654 1 3			Annual Report for 1902 .. „ 2,923 12 0	3,557 11 0	
Less—Salaries to measurers, calliper men, &c. ..... „ 31,522 5 8	21,131 11 7		Advertisements	311 8 0	
Contribution from the Measurement Fund to Chamber's Establishment	10,000 0 0		Newspapers and Books	881 3 0	
Interest on Fixed Deposits	1,635 0 0		Office Salaries, Postage and Receipt Stamps, Petty Charges, &c.	16,861 13 5	
Miscellaneous Receipts for copies of Tonnage Scale, Duplicate measurement certificates, &c.	341 9 3		Telegrams, Stationery, and cost of Weather and Crop Reports	2,907 0 10	
Balance of contribution from the Cotton Trade Association, Ld.	79 10 8		Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, and other Statistics and Stationery ..... Rs. 8,850 14 9		
Millowners' Contribution to the Chamber's Statistical Department	1,200 0 0		Printing do. ..... „ 20,306 8 0	29,157 6 9	
Balance of receipts over expenditure on Arbitration Fees	280 0 0		Millowners' Association Establishment, Wages for Clerks and Sepoy	1,055 0 0	
			Auditors' Fee for the year ending 31st December 1903	100 0 0	
			Telephone Company from 1st March 1903 to 28th February 1904	200 0 0	
			Law charges	15 0 0	
			Balance of cost of the memorial stone for the grave of the late Mr. John Marshall	193 0 0	
		63,964 6 5			57,330 11

			Funds of the Chamber as under :—				
			Fixed deposit receipt of the Yokohama Specie Bank, Limited, at 5 per cent. per annum for 12 months				
				23,000	0	0	
			Do. National Bank of India, Limited, for 1 year at 4 per cent	6,000	0	0	
			Do. Chartered Bank at 4 per cent. per annum for 12 months	10,000	0	0	
			Do. Chartered Bank at 4 per cent. for 12 months	5,000	0	0	
			Bank of Bombay Current Deposit Account	17,640	11	4	
			Cash in hand	203	9	3	
			Amount due by the Bombay Millowners' Association, &c.	736	4	8	
				63,180	9	3	
			Less—Wages, &c., for December, unpaid.	8,214	9	7	
			Net Balance to carry forward				54,965 15 8
Total Rs.		1,12,305 10 8	Total Rs.				1,12,305 10 8

Examined and found correct.

FERGUSON & Co.,
Chartered Accountants.

BOMBAY, *10th February* 1904.

APPENDIX B.

OFFICE ORGANISATION.

BOMBAY CHAMBER OF COMMERCE,
10th September 1903.

The CHAIRMAN, BOMBAY COTTON TRADE ASSOCIATION, LD.

DEAR SIR,—It is no doubt in your knowledge that the Secretary of your Association is also the Assistant Secretary of the Chamber of Commerce, and that certain other joint staff arrangements exist for the conduct of the business of your Association. These latter arrangements are of an informal nature, dating from a time when the secretarial work of the various Associations was in one hand: and they have from time to time been found by the Committee of the Chamber to be inconvenient. There has been a growing feeling that they are not conducive to efficiency, and the members of my Committee are now agreed that they ought not to continue. It is believed that the interest of the various Associations in Bombay would gain by an arrangement similar to that existing in Calcutta, where the secretarial work of the Associations is centred in one hand, a suitable contribution being paid in each case to the Chambers. I am requested by the Committee to ascertain from you whether your Association would care to enter into some such arrangement, whereby the business might continue to be conducted in this Office, and to beg that, in the event of their deciding to do so, your Board will kindly depute two of their members to confer with my Committee on the subject at an early date.—I am, &c.,

J. M. DICK, Chairman.

THE BOMBAY COTTON TRADE ASSOCIATION, Ld.
BOMBAY, 17th September 1903.

To the HON'BLE MR. J. M. DICK, Chairman,
The CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Your letter of the 10th instant addressed to the Chairman of the Bombay Cotton Trade Association, Limited, was considered by the Directors yesterday, and I am asked to say in reply that:—

The Chairman (Mr. N. S. Glazebrook) and the Deputy Chairman (Mr. H. Stauber) have been authorised to act on behalf of the Association in the matter referred to in your letter, and they will be glad to confer with your Committee at an early date.

The Directors also wish me to say that if any change in the present system is decided on, they trust it will be so arranged that their present Secretary (Mr. C. J. Michael) will not suffer. He has served the Association well for many years now, and generally given the Directors satisfaction, and while they are willing to fall in,

as far as possible, with the views of the Committee of the Chamber they wish that Mr. Michael's past services to the Bombay Cotton Trade Association should be fully recognised.—Yours, &c.,

N. S. GLAZEBROOK, Chairman.

CHAMBER OF COMMERCE,
BOMBAY, 22nd Sept. 1903.

N. S. GLAZEBROOK, ESQ., Chairman,
BOMBAY COTTON TRADE ASSOCIATION, LD.

DEAR SIR,—I have to thank you for your letter of the 17th instant relating to the desire expressed by this Committee for unity of control in this office, and the means by which it may be attained. On learning that your Association was prepared to discuss an arrangement whereby its secretarial work might continue to be carried on in this office, a Special Meeting of my Committee was convened for this day to decide how such an arrangement could be made, regard being had to your desire that there should be no diminution in the salary paid and to be paid to your present Secretary in respect of his work for your Association. The Committee are prepared to accept this principle, and have requested the Deputy Chairman and myself to meet you and your Deputy Chairman in the matter on Monday next at such hour as may suit you. Please let me know what time of the day would be most convenient to you.—Yours, &c.,

J. M. DICK, Chairman.

THE BOMBAY COTTON TRADE ASSOCIATION, LD.,
BOMBAY, 23rd September 1903.

THE HON'BLE MR. J. M. DICK, Chairman,
The CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—In reply to your letter of the 22nd instant, 3 o'clock p.m. on Monday, the 28th instant, would suit Mr. Stauber and myself to meet you and the Deputy Chairman at the Chamber of Commerce.—Yours, &c.,

N. S. GLAZEBROOK, Chairman.

THE BOMBAY COTTON TRADE ASSOCIATION, LD.,
BOMBAY, 5th October 1903.

To the HON'BLE MR. J. M. DICK, Chairman,
The CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With reference to my interview with you and the Deputy Chairman regarding the Chamber's proposal to take over

the secretarial work of the Bombay Cotton Trade Association, Limited, I am asked to point out that the Directors consider the amount suggested as remuneration (*viz.*, Rs. 500 per month) excessive, compared with what the work has been done for in recent years.

The cost per annum to the Association during the last five years has been—

Year.	1899.	1900.	1901.	1902.	1903.
Amount ...	Rs. 3,269	Rs. 3,384	Rs. 3,364	Rs. 3,814	Rs. 3,900 (Estimated)

or an average monthly cost of rather under Rs. 300.

The Directors fully realise the advantage to the Chamber of having the secretarial work of kindred Associations centred in one hand, and, with a view of assisting in the general scheme as detailed by you, they are willing to pay the Chamber Rs. 5,000 per annum on its undertaking the secretarial work of the Bombay Cotton Trade Association, Limited, that is for rent and the salaries of the Secretary and an efficient staff.

If this proposal is agreed to by your Committee, the Deputy Chairman and I will be glad to meet you and arrange the details respecting the working of the scheme. The Directors would expect to have full control over their staff including the Secretary nominated by the Chamber.—Yours, &c.,

N. S. GLAZEBROOK, Chairman.

CHAMBER OF COMMERCE,
BOMBAY, 14th October 1903.

The CHAIRMAN, BOMBAY COTTON TRADE ASSOCIATION, LD.

DEAR SIR,—I have discussed with my Committee your letter of the 5th instant on the subject of the terms proposed by the Chamber for taking over the secretarial and clerical work of your Association, and regret that owing to a misapprehension, no reply has been made before. The Committee agree with me in thinking that the sum proposed by them, namely, Rs. 500 per mensem, is not excessive, and that they could not commit the Chamber to the arrangement proposed for any less amount. With reference to the expenses of the Associa-

tion as quoted by you, I am to explain that although they indicate a steady increase, they include no charge for rent or telephone, and that while the Committee could not in any case accede to the suggestion made in the last sentence of your letter, that your Directors should have full control over any part of the Chamber's staff by which the work should be done, they consider that your Association will gain considerably in having virtually two Secretaries instead of one.—Yours, &c.,

J. M. DICK, Chairman.

BOMBAY COTTON TRADE ASSOCIATION, LD.,
15th October 1903.

The CHAIRMAN, CHAMBER of COMMERCE.

DEAR SIR,—I have to acknowledge your letter of 14th instant, in reply to mine of 5th instant, and to say I will place it before the Directors at their next meeting.

You seem to be under a wrong impression as regards the telephone charges. It is true the charge was not included in the monthly expenses, but the Association pays for two annually, and it was never intended that the amount suggested, as an annual payment to the Chamber, should include the cost of telephones. The charge is treated as an annual one just as Fire Insurance, Taxes, etc., are.—Yours, &c.,

N. S. GLAZEBROOK, Chairman.

CHAMBER OF COMMERCE,
BOMBAY, 23rd October 1903.

N. S. GLAZEBROOK, ESQ., Chairman,
BOMBAY COTTON TRADE ASSOCIATION, LD.

DEAR SIR,—With reference to my letter of the 14th instant, I have pleasure in intimating that the Committee of the Chamber have further considered the question of amalgamating the secretarial work of the Chamber and the Cotton Trade Association, and in informing you that in view of the close and friendly relations which have always existed between the two bodies, the Committee have decided to accept the offer of your Directors contained in your letter of 5th instant, namely, an annual sum of Rs. 5,000. No doubt monthly payments would be equally suitable to both bodies.

The Chamber Committee will be pleased at any time to meet your Directors to discuss any detail that may be necessary.—Yours, &c.,

J. M. DICK, Chairman.

CHAMBER OF COMMERCE,
BOMBAY, 6th November 1903.

N. S. GLAZEBROOK, ESQ.,
Chairman, BOMBAY COTTON TRADE ASSOCIATION, LD.

DEAR SIR,—I beg to hand you a copy of the minutes of meeting held on 4th instant to discuss the amalgamation of the secretarial work of the Chamber and of the Bombay Cotton Trade Association.—Yours, &c.,

J. M. DICK, Chairman.

CHAMBER OF COMMERCE,
BOMBAY, 4th November 1903.

Minute of meeting of Chamber Committee at which all the members were present—also Mr. Glazebrook and Mr. Stauber, Chairman and Deputy Chairman of the Cotton Trade Association—Mr. Dick presiding.

Discussed proposed amalgamation of the secretarial work of the two bodies.

Mr. Glazebrook submitted the following as the basis of the arrangement:—

The Cotton Trade Association agree to pay the Chamber Rs. 1,250 per quarter for undertaking the secretarial work of the Association, providing an efficient staff and permitting the Registered Office of the Company to be located in the rooms of the Chamber.

2. The Committee of the Chamber agree to appoint some one to act as Secretary to the Cotton Trade Association, and authorise him to sign cheques (in conjunction with the Chairman or Deputy Chairman of the Cotton Trade Association), and to sign all receipts, etc.

3. The Secretary appointed by the Chamber must—

(1) act under the instructions of the Directors of the Cotton Trade Association through their Chairman,

(2) attend to and supervise the general work of the Association and conduct the correspondence and make necessary payments,

(3) be present when required at the meetings of the Directors and at all General Meetings.

4. The Chamber agree to retain the staff at present employed by the Cotton Trade Association on their present pay, and not to reduce their salaries or dismiss any of them without the consent of the Directors of the Cotton Trade Association. They also agree to maintain the permanent staff on its present basis and to allow them to act under the instructions of the Directors of the Cotton Trade Association.

5. The Chamber agree to undertake the collection of all monies due to the Cotton Trade Association and to be responsible to the Cotton Trade Association for all money collected by the Clerks appointed by them for the work.

6. The arrangement to be in force for one year from 1st December 1903.

After full deliberation, at which the possibility of various difficulties was discussed, it was generally agreed that in practice no trouble would be found, and Mr. Dick, on behalf of the Chamber, accepted the above terms as the basis of the working arrangement.

The Committee of the Chamber nominated Mr. F. Noel-Paton as the Secretary of the Cotton Trade Association, and Mr. Dick intimated that in the immediate future at least Mr. Paton would delegate Mr. Michael to attend the meetings of the Cotton Trade Association.

The Committee of the Chamber agreed to receive at any time any representation from the Cotton Trade Association regarding the working of the new agreement.

J. M. DICK, Chairman,
Bombay Chamber of Commerce.

THE BOMBAY COTTON TRADE ASSOCIATION, LD.,
BOMBAY, 10th November 1903.

The HON'BLE MR. J. M. DICK, Chairman,
CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am instructed by the Chairman to acknowledge, with thanks, the receipt of your letter of the 6th instant with regard to the amalgamation of the secretarial work of the Chamber and of the Bombay Cotton Trade Association.

The papers were placed before the Directors at their last meeting, and I am instructed to confirm the arrangement as detailed in your communication.—Yours, &c.,

C. J. MICHAEL, Secretary.

BOMBAY CHAMBER OF COMMERCE,
19th November 1903.

The CHAIRMAN, MILLOWNERS' ASSOCIATION, Bombay.

DEAR SIR,—I have been asked by the Committee of the Chamber of Commerce to enquire whether your Committee would have any objections to an arrangement whereby the secretarial work of the various Associations at present seated in this office should be centred, as is done in Calcutta, under the control of the person acting as Secretary of the Chamber of Commerce. At present the

Secretary and the Assistant Secretary of the Chamber hold the same positions in the Millowners' Association, and the arrangement in this respect works satisfactorily. But there are certain other joint-staff arrangements which are found to be inconvenient. For instance, various clerks in the employment of the Chamber work for the Association and receive from it supplementary remuneration. The arrangement has one advantage, that it avoids the waste involved in keeping up two separate staffs, each capable of dealing with the maximum of work, and therefore subject to spells of idleness when work is slack. But it makes the apportionment of suitable salaries to the various employees most difficult as it sometimes happens that a clerk engaged and paid by one or other of the bodies becomes increasingly engrossed in his supplementary work for the other Association by which he is not paid.

These difficulties have been more marked in the case of certain other Associations whose work, though done in this office, has for some years not been under the control of the Chamber's Secretary. The position was a survival of a time when the work of all these Associations was in one hand; but since this latter condition terminated it has been found opposed to efficiency. The Committee have accordingly arranged with the Cotton Trade Association that their secretarial work shall be done in the office, but under the supervision of the person responsible to the Chamber for the management of the office. The Cotton Trade Association remains as before entirely independent in its functions and operations, as is the case with your Association and with those in Calcutta which are worked by the person acting for the time being as Secretary of the Bengal Chamber. It need scarcely be said that the arrangement desired in the case of the Millowners' Association would in no respect alter this position of absolute independence. Indeed, seeing that your Association at present pays rent and certain other contributions to the Chamber, the change in your case becomes largely a matter of form and principle, and amounts simply to this—that instead of paying some of your staff direct and making a monthly fixed payment to the Chamber in respect of certain other services, your Association would make to the Chamber one monthly payment covering all these charges together. The Chamber would become responsible to you for the conduct of the business of the Association, which would be managed exactly as at present, but without, as it is hoped, the element of confusion which has probably affected your Association no less than the Chamber.

In arriving at an estimate of the monthly payment to be made by the Association to the Chamber, the following items have been included :—

		Per mensem.	Per annum.
Secretary's salary	Rs.	250	Rs. 3,000
Assistant Secretary	„	100	„ 1,200
Statistical Department (Contribution to)	„	100	„ 1,200
„ „ Extra Clerk	„	45	„ 540
Office Allowance	„	50	„ 600
Rent and Telephone	„	60	„ 720
	Rs.	605	Rs. 7,260

In addition to this the Committee are informed that another clerk has recently been employed to attend to special work now being done in connexion with the registration of trade-marks. But it seems that there is some doubt as to whether his services may be permanently necessary for this purpose, so it *is* possible that you may prefer to make your own arrangements in respect of registration, and the Chamber would leave this out of the arrangement. The idea is therefore that the Association should pay the Chamber a lump sum of Rs. 600 per mensem for rent and staff, defraying all other expenses, such as printing, stationery, postage, etc., direct as at present. Your Secretary and Assistant Secretary would remain actually and nominally your Secretary and Assistant Secretary as at present ; but whereas certain of the clerks engaged in the work of the Chamber and of the Association are now nominally the employees of one or other body, all employees below the rank of the Assistant Secretary would be employees of the Chamber, which would become responsible for the supply of adequate staff so long as the work of the Association did not greatly increase. Briefly, the proposal is to apply to the subordinate staff in the office the procedure always observed in respect of those employees in the Statistical Department of the Chamber who work for the Association. My Committee are sure that the change will make for efficiency in the work of both bodies, and hope that your Committee will meet them in the matter. If the arrangement should not prove satisfactory to both bodies there will be no desire to maintain it permanently. If there are any points on which your Committee would desire fuller information or discussion they would perhaps appoint a representative or representatives who could meet the Committee of the Chamber on an early date. It is probable that a short conversation will be more useful than correspondence in such a matter.—Yours, &c.,

J. M. DICK, Chairman.

CHAMBER OF COMMERCE,
BOMBAY, 18th December 1903.

The SECRETARY, BOMBAY MILLOWNERS' ASSOCIATION.

Amalgamation.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to hand you the sub-joined note of the arrangements arrived at with the Sub-Committee of your Association in the above matter on the 14th instant :—

(*a*) that the arrangements should be terminable by either party at one month's notice ;

(*b*) that while it was not possible to bind the Chamber to any arrangement whereby, in the event of the Secretaryship falling vacant, they should be compelled to refer formally to the Millowners' Association before making an appointment, it was obvious in view of (*a*) that it would not be to the interests of either Association to seek to make such an appointment as might lead to the termination of the arrangement ;

(*c*) that should the amalgamation proposed result in a reduction of the staff engaged in the business of the Millowners' Association, the Millowners' Association will be allowed the benefit of such saving as may be effected.

My Committee are glad that the arrangement has been satisfactorily arrived at and entertain no doubt that it will prove lasting.

They will be indebted if you will let them have a line of confirmation of this arrangement as commencing from the 1st of January 1904.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

THE MILLOWNERS' ASSOCIATION,
BOMBAY, 8th January 1904.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Amalgamation.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 18th December 1903, and to confirm the arrangements arrived at with the Sub-Committee of this Association in the above matter on the 14th idem.—Yours, etc.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX C.

MEASUREMENT DEPARTMENT—WORKING IN 1903.

SUICIDE OF A MEASURER.

At the Morgue, last evening, Mr. P. Byrne, Coroner for Bombay, conducted an inquest relative to the death of Charles S. Simms, aged fifty-two, a measurer employed in the Bombay Chamber of Commerce, who committed suicide by administering to himself some irritant poison, owing to worry caused by business troubles. The deceased lived with his wife in Albion Place, Byculla. He left home at half past 7 o'clock that morning, and complained of having had no sleep during the previous night.

Mr. F. J. Harper, also a measurer in the Bombay Chamber of Commerce, in course of his evidence stated that he had known the deceased off and on for the last eighteen years. He did not positively know the deceased to be ailing, but he seemed depressed and troubled.

At 7-40 a.m. he met the deceased as usual at the Byculla Station, and accompanied him to Carnac Bunder. The deceased then seemed well, but depressed. On the way to Carnac Bunder the deceased called at the Post Office and was seen posting a letter. They then went straight to their separate chowkies at the Bunder. Shortly after the deceased came back to the witness at the chowkey and began coughing and vomiting. Being asked what was the matter with him, Simms said he did not at all feel well. As the deceased's condition was getting worse, the witness put him in a gharry and took him to the St. George's Hospital. The assistant surgeon examined him at the hospital and pronounced him to be dead. The witness then took the body of the deceased to the Bazaar Gate

Police Station and reported the matter to Inspector Walker. Under orders of the Police the witness conveyed the body to the Morgue. Subsequently the witness received a letter from Mr. Christian, deceased's brother-in-law, in which the deceased stated that he was in trouble regarding his work and, if anything happened, requested Christian to take care of his sister and children.

Dr. Arthur Powell, who held an autopsy of the deceased's body, said he was of opinion that death was due to irritant poison. It would be impossible for another person to administer such an irritant poison without the knowledge of the deceased, as it burnt and corroded his mouth. Corrosive or irritant poisons were seldom taken except by accident or with intent to commit suicide. The jury on the evidence returned a verdict of suicide.—*Times of India*, 28th July 1903.

APPENDIX D.

MEASURERS AS PUBLIC SERVANTS.

CHAMBER OF COMMERCE,
BOMBAY, 20th July 1903.

The SECRETARY to GOVERNMENT,
LEGISLATIVE DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to submit the following considerations to His Excellency's Government, in the hope that they may be recognised as justifying such an amendment of the Indian Penal Code as would bring within the category of Public Servants the persons employed by the Chamber for the public measurement of cargo for shipment.

2. Freight on cargo, while quoted at so much per ton, is, in respect of most commodities, paid not upon the ton of 20 hundredweights, but upon a conventional "Steamer Ton." The number of hundredweights forming a steamer ton depends, in the case of each commodity, upon the ease with which that commodity lends itself to stowage, handling, etc. In all chief ports there are recognised schedules showing the chief articles of trade and the numbers of hundredweights of each that go to the steamer ton. A copy of the Bombay Tonnage Scale is attached herewith for reference.

3. It will be seen that this schedule is "on the basis of 40 cubic feet to the ton," and that a large number of articles have, entered opposite to them, not so many hundredweights, but "40 feet." This means that in Bombay 40 cubic feet of these commodities shall be regarded as a steamer ton. In other ports the steamer ton may contain a greater or less number of cubic feet; but the rates of freight usually vary accordingly, and the principle is uniform. All

payments for freight in respect of such commodities are made upon the schedule basis; and, in view of the very large amount of such payments, it is of the utmost importance that the cubic contents of such goods should be accurately ascertained. The dimensions of the goods are therefore taken by persons engaged in this work only, and cargo of this description is known as "measurement cargo." It will be apparent that this measurement of cargo for payment of freight offers scope for irregularities, unless the control be thorough and unless the law be such as to afford a reasonable chance of obtaining a conviction in cases of attempted bribery or cheating.

5. For these reasons the Chambers of Commerce in this and other Indian ports undertake, in the interests of the general trade, the appointment and control of a staff of measurers. The Rules under which those measurers work in the various ports are not in all cases identical. In Bombay the Rules were completely re-cast three years ago; and a copy of those Rules as amended up to date is attached for reference.

6. It will be seen that a person desiring to ship such goods as fall within the category of "measurement cargo" pays a prescribed fee to one official known as a Measurement Fee Clerk; that the Measurement Fee Clerk endorses the shipping documents to the effect that the fee has been paid; that the shipper then presents the documents so endorsed, along with his goods, to one of the measurers, who in his turn measures the goods and issues a certificate showing the dimensions of the packages. It must further be explained that the shipper hands this certificate to the ship's agent, who calculates, on the dimensions certified, the cubic contents of the goods, and on such cubic contents he charges freight (at so much per conventional steamer ton of so many cubic feet).

7. The Committee of the Chamber have reason to believe that at one time inducements were not infrequently held out by some unscrupulous shippers to measurers to procure the fraudulent certification of measurements less than were actually found. Grave abuses are understood to have taken place; and the measures adopted to put an end to them have in recent years involved much trouble and expense. These measures, which included extensive changes in the staff, have unquestionably done good, and the present staff evinces a desire to convict those persons who attempt to bribe

them. But the law, as it now stands, makes all such efforts abortive and leaves the measurement staff entirely unprotected from the most overt attempts at bribery.

8. In the past two years the Committee has had occasion to consider several clear cases of cheating, of attempting to cheat, and of offering a bribe. In only one of these cases was a conviction obtained, and then only by the Secretary's authorising the measurer, who had reported the matter to him, to accept the bribe and issue the fraudulent certificate so that the shipper could come within reach of the law. But the Committee were advised that it would not be well to make a practice of this method; and since that time they have been unable to bring to justice any one of the persons who have attempted to corrupt the measurers.

9. The Committee are advised that the only charges that could be brought against a shipper in such a case would be one of cheating the shipping Company or of attempting to cheat them. The act of cheating requires not only that the shipper shall present to the shipping Company a fraudulent certificate, knowing it to be fraudulent, but that he must pay to the shipping Company a sum less than he knows to be due. It is even contended that to obtain a conviction it would practically be necessary to show that the same man who procured the fraudulent certificate by bribery also presented it at the shipping office and paid reduced freight. Since the functions of a man superintending shipment in the docks can only in the most exceptional cases include the payment of freight at the office of the ship's agent, this conjunction of acts, alleged to be indispensable, is not to be looked for. It is further held that the act of attempting to cheat requires "some act addressed to the person intended to be cheated, so as to operate upon the mind of that person." Now, only if a measurer issues a fraudulent certificate is a shipper in a position to do any such act, seeing that up to the moment of the shipper's handing in his certificate at the shipping office he has no communication with the person intended to be cheated. If the measurer issues the fraudulent certificate, he becomes in the sight of the Indian Law an abettor of the crime, and his irrespective of his proved *bonâ fides* and of such steps as he may have taken either (*a*) to prevent the consummation of the act of cheating, or (*b*) to prevent the shipper's ultimately gaining by that act if completed.

10. On the other hand it is pointed out that no charge of bribery or of offering a bribe would lie in such cases, seeing that the measurers of the Chamber of Commerce are not public servants within the meaning of those words as used in the Indian Penal Code.

11. From what has already been said it will be understood that unless Government will consent to such an amendment of the Code as will bring those measurers within its purview, the Chamber is perfectly helpless against abuses which at the moment have by very drastic treatment been greatly reduced, but which it may be impossible to keep down unless some penalty is attached to them.

12. The Committee, therefore, beg that Government will give their most sympathetic consideration to the suggestion I now have the honour to submit. The functions of a measurer under the Chamber of Commerce are virtually those of a public servant, and it is hoped that the suggestion will commend itself to Government as one entirely in the public interest and in itself presenting no legal difficulties. I am to beg that, should it be so fortunate as to obtain the approval of His Excellency's Government, it may be forwarded to the Supreme Government with such recommendation as may be thought suitable.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

SECTION 79 of the BOMBAY PORT TRUST ACT, VI of 1879.

Any person employed under this Act, not being a public servant within the meaning of Section 21 of the Indian Penal Code who shall accept or obtain, or agree to accept or attempt to obtain, from any person, for himself or for any other person, any gratification whatever other than legal remuneration, as a reward for doing, or for bearing to do, any official act, or for showing, or forbearing to show, in the exercise of his official functions, favour or disfavour to any person, or for rendering, or attempting to render, any service or disservice to any person with the Board or with any public servant as such, or with the Government, shall be liable to the same punishment as is provided by the Indian Penal Code in the case of the like offence committed by a public servant.

No. 4506.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 19th August 1903.

From H. D. RENDALL, ESQ., B.A., I.C.S., UNDER-SECRETARY to GOVERNMENT, BOMBAY, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to request that you will be so good as to supply this Department with 20 additional copies, if available, of your letter dated the 20th July 1903 relative to the proposed amendment of the Indian Penal Code so as to include in the term "Public Servants" the measurers of the Chamber of Commerce.—I have, &c.,

JOSEPH BOCARRO, *for* Under-Secy. to Govt.

CHAMBER OF COMMERCE,
BOMBAY, 20TH AUGUST 1903.

The UNDER-SECRETARY to GOVERNMENT,
JUDICIAL DEPARTMENT, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 4506 of the 19th instant and to forward, as desired, 20 additional copies of the Chamber's letter relative to the proposed amendment of the Indian Penal Code so as to include in the term "Public Servants" the measurers of the Chamber of Commerce.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX E.

TONNAGE SCALE—MAIZE.

BOMBAY CHAMBER OF COMMERCE,

27th January 1903.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—With reference to your letter No. 112 of the 21st instant, I am directed to forward a copy of this Chamber's Tonnage Schedule, and to say that no changes have been made in it during the past year.

As regards the article "Maize," the Committee, in March 1902, received a letter from the Karachi Chamber of Commerce informing them that it was proposed to increase the Tonnage Scale of Maize in Karachi from 16 to 17 cwts. to the ton; and as it was desirable that the Karachi and Bombay scales should be uniform, the writers enquired whether the Committee would join them in altering the present scale for that article. The Committee replied that, no Maize being available in Bombay, they were unable to make the necessary tests, but that they would like to hear what results were obtained in Karachi in a series of tests made at different seasons of the year, as it would not be desirable to alter the scale of such a commodity as Maize on the strength of the results obtained by one test only. To this the Committee received a reply stating that further tests were being made in Karachi. In a letter, dated 21st May 1902, the Committee were accordingly informed that further experiments made in Karachi confirmed the previously advised opinion that the Tonnage Scale of Maize should be raised to 17 cwts. to the ton. To this the Committee replied that, in the absence of any Maize shipments in Bombay and considering the consequent impossibility of making tests here, they accepted the decision of the Karachi Chamber of Commerce in the matter, and would submit it for adoption by the members of this Chamber at the next General Meeting.

The alteration in the Tonnage Scale for Maize from 16 to 17 cwts. to the ton will accordingly be recommended at the Annual General Meeting to be held shortly.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

P.S.—Kindly favour me with a copy of your Tonnage Schedule corrected up to date.

No. 280 of 1903.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 23rd February 1903.

The SECRETARY, CHAMBER of COMMERCE, BOMBAY.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 27th January, and thank you for the information contained therein with regard to a proposed alteration in the Tonnage Scale for Maize in force in your Port so as to bring it into line with the similar alteration in the Tonnage Scale observed in Karachi. These alterations will not affect the Tonnage Schedule of this Chamber which is more or less based on 50 feet measurement. Maize is taken here at 20 cwts. to the ton, and pays, as a rule, the same rate as linseed. I should be glad to know at your convenience whether there is any intention of raising the rate of freight for Maize in Bombay after the alteration in the Tonnage Scale has been carried out.—Yours, &c.,

W. PARSONS, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 6th March 1903.

The SECRETARY, BENGAL CHAMBER of COMMERCE, CALCUTTA.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to thank you for your letter of the 23rd ultimo, relating to the proposed change in the Tonnage Scale for Maize in this Port, and to say that, in view of the absence of Maize shipments from Bombay alluded to in my letter of the 27th January last, and the fact that the Bombay Tonnage Scale is framed on a basis that makes all descriptions of cargo of approximately equal value to the ship, there is no likelihood that the contemplated change will have any effect on the rate of freight for the article in this Port.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 12th March 1903.

The SECRETARY, CHAMBER of COMMERCE, KARACHI.

DEAR SIR,—The following Resolution was amongst those notified for submission at the Annual General Meeting of the Chamber held yesterday :—

"That the Tonnage Scale for Maize be altered from 16 to 17 "cwts. to the steamer ton."

On Tuesday certain shipments of Maize from Bombay (the first for a considerable time) appeared in the Daily Trade Return. As the only justification for the proposed alteration of the tonnage scale without a test in Bombay had been that Maize for the purpose of such test had not been procurable, an amendment was proposed and adopted that the change from 16 to 17 cwts. should be subject to the confirmation of the amended scale by a test to be made at once. This test was made this morning when the result did not confirm the scale of 17 cwts. A notice has therefore been sent to the Press that the scale remains for the present at 16 cwts., and I have to confirm a telegram despatched to you in the following terms :—

"Tonnage Scale, Maize. Article tested to-day. Result conflicts seriously with yours. For present Bombay scale remains unchanged."

I shall probably have a further communication to make to you on the subject, but meantime I am directed to inform you of the new position, and to beg that you will state the exact procedure followed in the tests on which your Committee decided to fix the scale at 17 cwts.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 114 of 1903.

CHAMBER OF COMMERCE,

KARACHI, 2nd April 1903.

The SECRETARY, CHAMBER of COMMERCE, BOMBAY.

DEAR SIR,—I am directed, in reply to your letter, dated 12th March 1903, to inform you that two careful tests of Maize were taken by this Chamber's Official Measurer, the particulars of which I herewith enclose.

You will observe that the first measurement was taken in March, when Maize is comparatively new, and perhaps somewhat damp, and the second in May when it is perfectly dry. The first test shows that Maize scaled 17·323 cwts., and the second shows 17·96 cwts. to the ton of 40 cubic feet.

My Committee consider that, in adopting the scale of 17 cwts. they have amply provided for variations in condition, and have

selected a mean which should prove satisfactory to both shipper and ship-owner.

My Committee desire me to add that, while fully recognising the desirability of assimilating Bombay and Karachi scales, they regret they see no reason to recommend any alteration in the decision of this Chamber.—Yours, &c.,

C. H. CHETHAM, Secretary.

TEST MEASUREMENT of MAIZE TAKEN on 4th March 1902.

524 bags, maize, marked R B A Z, average weight 216·5 lbs. per bag 524 × 216·5 = 50·6455 tons weight.

Measurement of box when filled, as taken by the Chamber's Measurer,—

17′ 6¾″ × 15′ 2″ × 8′ 9½″=2338·0892 cubic feet. 1 ton weight occupied 46·166 cubic feet, therefore 40 cubic feet accommodated 17.328 cwts.

TEST MEASUREMENT OF MAIZE TAKEN on 9th May 1902.

494 bags, maize, marked R B M Z, average weight 222·61 lbs. per bag 494 × 222·61 = 49·0937 tons weight.

Measurement of box when filled, as taken by the Chamber's Measurer,—

17·6⅝″ × 15′ 1½″ × 8′ 2⅝″ = 2,186·6366 cubic feet. 1 ton weight occupied 44·54 cubic feet, therefore 40 cubic feet accommodated 17·96 cwts.

C. H. CHETHAM, Secretary.

The CHAMBER BUILDINGS,
KARACHI, 2nd April 1903.

ROYAL ASIATIC SOCIETY LIBRARY OF THE BOMBAY BRANCH OF THE

APPENDIX F.

SCALE OF LANDING CHARGES OBSOLETE.

CHAMBER OF COMMERCE,

BOMBAY, 27th February 1903.

THE SECRETARY, BOMBAY PORT TRUST.

SIR,—The Committee of the Chamber have had under consideration the scale of landing charges sanctioned by the Chamber in General Meeting held on 30th October 1877, and as the rates therein shown (see page xxxii of accompanying pamphlet) are now inoperative they have decided to rescind the said Scale of Charges and substitute the "Table of Wharfage Fees" sanctioned by the Trustees under Section 43 of the Bombay Port Trust Act, 1879. I am directed, therefore, to enquire whether your Board would have any objection to the printing of the said Table in the future Annual Reports of the Chamber. As the Resolution giving effect to this arrangement must be submitted to the Annual General Meeting to be held on the 11th proximo, I am to request that you will be so good as to treat the matter as urgent.—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 2nd March 1903.
No. 963.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—With reference to your letter, dated 27th February 1903, I am directed to say that there is no objection to the printing of the Schedule of Rates at the Docks and Bunders in the Annual Reports of the Chamber.

2. All alterations in the Schedules from time to time will be sent as usual to you.—I have, etc.,

H. E. HART, Secretary.

APPENDIX G.

CHAMBERS OF COMMERCE IN INDIA.

OCCASIONAL CONFERENCE SUGGESTED.

CHAMBER OF COMMERCE,
BOMBAY, 19th November 1903.

THE SECRETARY, BENGAL CHAMBER OF COMMERCE, CALCUTTA.

DEAR SIR,—The Committee of the Bombay Chamber of Commerce instruct me to beg that you will lay before your Committee on their behalf a tentative proposal for the holding of occasional conferences of the Indian Chambers. The Committee often feel, when dealing with matters in which the other Chambers are equally interested, that some hesitancy is introduced into their deliberations by the fact that they do not fully know how the matter in hand is regarded by practical business men elsewhere than in Bombay. They imagine that this condition is not peculiar to Bombay and that its effect in many cases is to prevent the realisation of general principles in which all in reality have a common concern. The Chambers of Commerce in India may congratulate themselves upon the extent to which their usefulness and reliability are recognised by Government; but it seems probable that their usefulness and influence could be increased if the separate recommendations of the various bodies were known to be made with fuller appreciation of other than local considerations. My Committee are not disposed to think that it would be possible or desirable to attempt joint action on all occasions, or an artificial reconciliation of trade interests which, under healthy conditions, must to some extent diverge. But in respect of many questions there can be little doubt that Government would lend more attention to a joint representation embodying a spontaneous compromise of interests than to a number of distinct representations, in each of which an important principle was to some extent subordinated to local interest or sentiment. There are other questions again in which all might be agreed as to the end to be desired, but in which a slight modification of procedure or terms might prevent the abstention of one or more of the bodies commonly interested. In one or other of these classes of subjects might at the present time be mentioned the action of Government affecting the course of criminal law, the Fiscal question,

and the correct position of Indian Chambers of Commerce in relation to it, the revision of the Insolvency Law, Registration of Books of Account, Registration of Trade Marks, the Establishment of an Imperial Customs Service, Railway Administration, Imperial Communications, Relaxation of the Merchandise Marks Act in respect of the distinctive marking of goods of foreign origin, Uniformity of Weights and Measures (including the Decimal System), Commercial Education, Commercial Intelligence and Income Tax. It has been suggested that an effective concert of opinion upon such large questions might be attained if occasional conferences of the various Chambers of Commerce were held; and my Committee will be glad to know whether the members of your Chamber are at one with them in thinking that the idea is sound in principle and could be put into practice. If the suggestion be favourably received, the Bombay Chamber would be glad to invite representatives of the other Chambers in India to hold the first conference in Bombay in the coming year, at a date to be subsequently fixed.—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

No. 878.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 10th December 1903.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

Proposed Conference of Indian Chambers of Commerce.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 19th ultimo (received by me on the 23rd idem), asking me to lay before the Committee, on behalf of your Chamber, a tentative proposal for the holding of occasional Conferences of the Indian Chambers.

I must apologise for the delay which has taken place in replying to your letter, which has however in the meantime been receiving the careful consideration of the Committee, and the proposal was discussed at their meeting this week. I am to say that the Committee are in favour of the holding of such periodical Conferences as are alluded to in your letter, provided details can be satisfactorily arranged. The suggestion, as a matter of fact, emanated, in the first instance, from the President of this Chamber, at an informal interview at Simla earlier

in the year with Sir Edward Law. The Committee while fully appreciating the courtesy of your Chamber in offering to make arrangements for holding the first Conference in Bombay are inclined to think that on account of its more central position Cawnpore would be a more suitable place of meeting. They have reason to believe that the Upper India Chamber, to whom the matter appears to have been incidentally mentioned by Sir Edward Law, would gladly take the initiative, and the Committee would be glad to hear in due course how the Committee of your Chamber regard this suggestion, which I may mention has the approval of the Committee of this Chamber.—

Yours faithfully,

W. PARSONS, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 17th December 1903.

THE SECRETARY, BENGAL CHAMBER OF COMMERCE, CALCUTTA.

Proposed Conference of Indian Chambers of Commerce.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to thank you for your letter of the 10th December and to express the satisfaction with which they learn that the idea of occasional Conferences of the Indian Chambers had already been entertained by your Committee and meets with their approval. I am to mention that the matter has been canvassed here for some months and was familiar to many members before it was formally discussed in Committee. The Committee however do not attach importance either to their initiation of the project or to the selection of Bombay as the first place of Conference. Their suggestion that the first Conference should take place here was made by them simply as a corollary of the main proposal, and I am to say that they would have no objection whatever to the Conferences being held at Calcutta. They do not however think that Cawnpore would be quite suitable. It is central in a geographical sense, but not otherwise, and my Committee are clearly of opinion that the first meeting should take place either in Calcutta or in Bombay.

2. I am to say the Committee will be glad to consider the proposals of your Committee as to the procedure to be adopted.—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 11th January 1904.

No. 67-1904.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

Proposed Conference of Indian Chambers of Commerce.

DEAR SIR,—I must apologise for the delay in replying to your letter of 17th December, for which the Committee were much obliged, but consideration of which was held over pending the arrival in Calcutta of your Chairman, the Hon'ble Mr. Dick, who discussed the matter with the President of this Chamber prior to the meeting of the Committee on Tuesday last, the 5th instant. As a result of that discussion it has been decided that the first Conference shall be convened in Calcutta early in January 1905, the invitation being issued by this Chamber, a decision which Mr. Dick was good enough to say would meet with the cordial approval of the Committee of your Chamber, thus confirming what you write in your letter under reply. The matter will be taken in hand by the in-coming Committee of this Chamber after our annual meeting next month, and I will address you later as to procedure and a programme, but the Committee will be glad of course to have your suggestions. The Committee are inclined to think the procedure should be modelled to some extent on that of the Congresses of Chambers of Commerce of the Empire, and I am writing to the Secretary of the London Chamber for full information as to this. Meantime a preliminary form of invitation will be issued as early as possible. The Committee propose to invite the Ceylon Chamber of Commerce to join, as although Ceylon is not under the Government of India the Chamber there has many interests in common with Indian Chambers. They will be glad to know if your Committee see any objection to this course. So far as I am aware the following is a complete list of Indian Chambers of Commerce, but if I have omitted any perhaps you would kindly let me know:—

Aden.	Cochin.	Madras.
Bengal.	Coconada.	Rangoon.
Bombay.	Karachi.	Upper India.

Yours faithfully,

W. PARSONS, Secretary.

APPENDIX H.

CHAMBERS OF COMMERCE OF THE EMPIRE.

CONGRESS AT MONTREAL, 1903.

LONDON, E.C., 12th November 1902.

FIFTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE, MONTREAL, 17TH, 18TH, 19TH AND 20TH AUGUST 1903.

DEAR SIR,—I have the pleasure to inform you that, following on a suggestion made at the close of the Fourth Congress of Chambers of Commerce of the Empire, held in London in 1900, the Organising Committee has received the following invitation from the Montreal Board of Trade to hold the Fifth Congress in Canada in the Autumn of 1903:—

COPY.

"MONTREAL BOARD OF TRADE,

"25th September 1902.

"SIR,—In the matter of the desire of the Council of this Board that the next Congress of Chambers of Commerce of the Empire should be held in this City, respecting which our President, Mr. McFee, had personal communication with you and the Chairman of the Congress Organising Committee during his recent sojourn in London, I have now the honour, on behalf of the Council of his Board, to tender through your Chamber a most cordial and pressing invitation to the Chambers of Commerce of the Empire to hold their next Congress in this City of Montreal, the commercial capital of Canada, the head of ocean navigation, and the chief railway centre of the Dominion.

"The Council is glad to say that this invitation is heartily endorsed by the leading Boards of Trade * of this country, and thus a cordial welcome to the delegates is assured in the chief centres of trade.

"For the information of the Congress Organising Committee I may say that it is the intention of the Council to arrange for the free transportation of the delegates to various parts of the Dominion, in order that they may have the opportunity of becoming acquainted to

* In Canada Chambers of Commerce are called Boards of Trade.—SEC.

some extent with its vast agricultural and mineral resources, its industrial development, and also with its requirements for the products of the Mother Country and the Empire in general.

"The early consideration of this invitation by the Congress Organising Committee is solicited, as the Council desires to have as much time as possible to prepare for the fitting entertainment of the delegates and their progress through the Dominion.

"I am, Sir,

"Yours obediently,

"(Sd.) GEORGE HADRILL, Secretary.

"KENRIC B. MURRAY, ESQ., *Secretary*,

"LONDON CHAMBER OF COMMERCE."

On this letter coming before the Organising Committee it was unanimously agreed to advise the Council of the London Chamber to accept the invitation of the Montreal Board of Trade to hold the Fifth Congress in Montreal. This the Council unanimously agreed to, and the 17th to 20th August 1903 has been mutually agreed upon as the most suitable date.

My Committee wish to give you the earliest intimation of their decision, and they specially desire to call your attention to the exceptional facilities our Canadian friends are providing for delegates to become acquainted with the vast resources of Canada, by arranging for the free inland transport of delegates to various parts of the Dominion.

I am instructed to invite your Association to take part in this Congress, and shall be glad if you will kindly bring this invitation before your Governing Body and advise me as soon as possible in order that a list of the participating Associations may be drawn up without delay.

It is desired that the various Associations should have ample time given them for the due selection of their delegates, and it will not, therefore, be necessary for your Association to appoint its representatives at present. Special forms of nomination will be forwarded on hearing that your Association desires to participate.

My Committee trusts that the decision to hold the next Congress in one of the Colonies will meet with the approval of all the Chambers of Commerce of the Empire, and tend to strengthen the friendly relations between the Mother Country, her Colonies and Dependencies,

which I need hardly add was one of the initial reasons for the organisation of these Congresses.

I am, dear Sir,
Yours faithfully,

KENRIC B. MURRAY, Secretary.

THE SECRETARY,
BOMBAY CHAMBER OF COMMERCE.

ORGANISING COMMITTEE.

CHAIRMAN ... ... MR. THOS. F. BLACKWELL.

DEPUTY CHAIRMAN ... MR. W. H. WILLANS, D.L., J.P.

Mr. E. T. Agius, F.S.S., representing the interests of Malta ; the Right Hon. Lord Avebury, D.C.L., LL.D., the President of the Association of Chambers of Commerce of the United Kingdom ; the President of Belfast Chamber of Commerce ; Mr. S. B. Boulton (Burt, Boulton & Haywood, Ltd.) ; the President of British Chamber of Commerce, Nice ; the President of British Chamber of Commerce, Paris ; Mr. Henry Bull (Henry Bull & Co.), representing the interests of New South Wales ; Mr. E. D. Carver (Carver Bros. & Co.), representing the British Chamber of Commerce in Egypt, Alexandria ; Mr. R. W. Chamney (Blythe, Green & Jourdain & Co.), representing the interest of Mauritius ; Mr. Charles Charleton (I. C. Johnson & Co., Ltd)., Member of the Council of the London Chamber ; Mr. Frederick S. Clarke, representing the interests of Siam ; Mr. W. Cowie (British North Borneo Company), representing the interests of British North Borneo ; Mr. D. Cruickshank (Begg, Dunlop & Co.), representing the interests of Madras ; Sir Donald Currie, G.C.M.G., M.P. (Donald Currie & Co.), representing the interests of Cape Colony ; the Hon. Alfred Dobson, Agent-General for Tasmania ; Mr. F. Dyer (Dyer & Dyer), representing Cape Colony ; Mr. J. A. Ewen (Sargood, Sons & Ewen), representing the interests of New Zealand ; The President of Dublin Chamber of Commerce ; Mr. A. Fass, representing the interests of Natal ; Major S. Flood-Page (Marconi Wireless Telegraph Co.), Member of the Council of the London Chamber ; Mr. T. E. Fuller, Agent-General for the Cape of Good Hope ; the President of Glasgow Chamber of Commerce and Manufactures ; Mr. S. Gilfillan (Adamson Gilfillan & Co.), representing the interests of the Straits Settlements ;

Mr. E. J. Gillespie (Carbutt & Co., Ltd.), Deputy Chairman of the Council of the London Chamber; Mr. H. Allerdale Grainger, Agent-General for South Australia; Mr. William Grieve (Bulloch Bros. & Co., Ltd.), representing the interests of Burma; Mr. Rodolph Hankey (Thos. Hankey & Co.), representing the interests of Jamaica; Mr. Chas. A. Hanson (Coates, Sons & Co.); Sir Reginald Hanson, Bart., M.A., LL.D., Alderman (S. Hanson, Son & Barter), Vice-President of the London Chamber; Sir W. H. Holland, M.P. (Manchester Chamber of Commerce); Mr. J. J. Jackson (Jackson, Son & Co.), Member of the Council of the London Chamber; Mr. William Keswick, M.P. (Matheson & Co.), Chairman of the East India and China Trade Section of the London Chamber; Lt.-Genl. John Wimburn Laurie, C.B., M.P., Chairman of the Canadian Trade Section of the London Chamber; Mr. Alexander Lang (Bank of Montreal); the Hon. Henry Bruce-Lefroy, Agent-General for Western Australia; Sir Nevile Lubbock, K.C.M.G. (West India Committee), representing the West Indies; Sir James Mackay, K.C.I.E., representing the interests of East India and China; Mr. C. McArthur, M.P., representing the Liverpool Chamber of Commerce; Mr. Robert McCraken (Steel Brothers & Co., Ltd.), representing the interests of Burma; Mr. W. McFarlane (Wm. Dunn & Co.), representing the interests of Cape Colony; Mr. K. N. McFee, representing the interests of Montreal; Mr. J. McDonald (McDonald, Scales & Co.), representing the interests of Western Australia; Mr. W. R. Mewburn, representing the interests of Australia; Hon. C. A. Duff Miller, Agent-General for New Brunswick; Mr. Magnus Mowat (Ritchie, Stewart & Co.), representing the interest of Bombay; Mr. R. L. Newman (Newman, Hunt & Co.), representing the interests of Newfoundland; Mr. Archibald Parker (Wood & Parker), representing the interests of Natal; Mr. James Paterson (New Zealand Loan and Mercantile Agency Co., Ltd.), representing the interests of New Zealand; Sir Walter Peace, K.C.M.G., Agent-General for Natal; Mr. A. D. Provand, representing the interests of East India and China; Mr. J. Innes Rogers, Chairman of the Council of the London Chamber; Sir Albert K. Rollit, D.C.L., LL.D., M.P. (Bailey & Leetham, Ltd.), Vice-President of the London Chamber and President of the Third Congress; Mr. J. Ross (Ross & Glendinning), representing the interests of New Zealand; Mr. Albert G. Sandeman (Geo. Sandeman, Sons & Co.), President of the Fourth Congress, Ex-President of the London and Hull Chambers of Commerce and of the Associated

Chambers of Commerce of the United Kingdom, and Director of the British Chamber of Commerce, Paris; Mr. W. Garland Soper, B.A., J.P., Chairman of the South African Trade Section of the London Chamber; the Right Hon. Lord Stanmore, G.C.M.G., D.C.L., M.A. (Chairman of the Ceylon Association in London), representing the interests of Ceylon; the Right Hon. Lord Strathcona and Mount Royal, G.C.M.G. (High Commissioner for Canada), representing the interests of the Dominion of Canada; Mr. J. N. Stuart (A. Lawrie & Co.), representing the interests of Bengal; Mr. F. Swanzy (F. & A. Swanzy), Chairman of the West African Trade Section of the London Chamber; the Right Hon. Sir George Taubman Goldie, K.C.M.G., representing the interests of West Africa; Mr. W. Thompson (W. Thompson & Co.), representing the interests of Western Australia; Mr. P. D. Thomson, representing the interests of Borneo; Sir W. P. Treloar, Alderman; Mr. J. Herbert Tritton (Barclay & Co.), Vice-President of the London Chamber and President of the First Congress; the Agent-General for Victoria; Mr. F. S. Watts (Watts, Watts & Co.), representing the British Chamber of Commerce of Turkey, Constantinople; Mr. F. Whinney, Treasurer of the London Chamber of Commerce; Mr. Robert Whyte (Moffatt, Whyte & Co.), representing the interests of Victoria.

LONDON, E.C.,
30th January 1903.

FIFTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE, MONTREAL, 17TH, 18TH, 19TH, AND 20TH AUGUST 1903.

DEAR SIR,—Referring to my circular letter of the 12th November last, inviting your Chamber, or Board, to participate in the above Congress, I have now pleasure in enclosing two nomination forms to be filled up with the names of the Delegates selected to represent your Association; and I shall be glad if you will kindly return one copy to me as soon as you have made the nomination, retaining the other copy for filing purposes.

With no wish to press you in the selection of your Delegates, I would yet point out that it will greatly facilitate the work of the Organising Committee if the various Bodies participating will take the earliest opportunity of nominating their representatives, as the fact that,

although the Congress will take place in Montreal, the work of organisation is being carried on in London, necessitates the completion of the programme of business (which will contain a full list of the Delegates) at a somewhat earlier date than usual.

In this connection also I would urge your Association to lose no time in considering what resolutions it desires to put forward for discussion at the business meetings of the Congress, as the success of the Congress depends to a great extent upon having a full programme of interesting resolutions for discussion and the early circulation of this beforehand, in order that voting instructions may be given to Delegates accordingly.

My Committee will be glad to receive from your Chamber resolutions on any subject of national or international interest, but purely local matters are not considered suitable for inclusion in the programme.

For the purpose of assisting your Chamber in the selection of some topic on which it may frame a resolution or resolutions, I may mention a few of the subjects discussed at a fourth Congress held in London in June, 1900, as follows:—

Alaska Boundary.
Assimilation of Trade Statistics.
Bounties.
British Interests in the Far East.
Commercial Education.
Commercial Relations between the Mother Country, her Colonies, and Dependencies.
Consultative Imperial Council.
Communications with the Colonies.
Codification of Commercial Law of the Empire.
Death Duties.
Decimal System of Weights and Measures.
Defences of the Empire.
Development of British Central Africa.
Fast Atlantic Mail Service.
Imperial Telegraphic Communication.
Income Tax Levied in Colonies on British Shipping.
Indian Railways.
Interchange of Publications.
Light Dues.
Lighting of the Red Sea.
Naturalisation Laws.
Secret Commissions.
South Africa.
Trade Marks.
Trade with Porto Rico, Cuba, and the Philippine Islands.

This list, of course, is merely suggestive, and the resolutions will be welcomed on any economic or non-political subject of commercial

interest. I should also point out that it is not the intention of the London Chamber to frame resolutions on any of the above subjects at present. They would much rather leave it to the other Associations participating in the Congress to take the initiative in this respect.

It is important that my Committee should receive resolutions as early as possible, as the programme of business has to be circulated to the participating Associations some time before the Congress takes place.

As stated in my previous letter, it is the intention of the Montreal Board of Trade to arrange for the free inland transportation of the Delegates to various parts of the Dominion of Canada, in order that an opportunity may be given them of acquainting themselves with its vast agricultural and mineral resources, its industrial developments and also with its requirements for the products of the Mother Country and the Empire in general.

In conclusion, I should mention that it is particularly desired that Delegates should be residents of the particular district they represent (and not London Houses), in order that a genuine expression of the views held in all parts of the Empire can be ascertained on the various matters coming before the Congress.—Yours faithfully,

KENRIC B. MURRAY, Secretary.

CHAMBER OF COMMERCE,

Bombay, 7th July 1903.

THE SECRETARY, BENGAL CHAMBER OF COMMERCE, CALCUTTA.

DEAR SIR,—I am directed to acknowledge the receipt of your telegram dated the 4th instant, reading as follows:—

"Kindly wire if you will be represented at Montreal Congress "August."

and to confirm my message of this date as under:—

"Chamber unable to be represented at Congress."—I am, etc.,

FREDERICK NOEL-PATON, Secretary.

Telegram, dated 14th July 1903, from Acting Secretary, Bengal Chamber of Commerce, to Secretary, Chamber of Commerce, Bombay:—

"Montreal Congress. Cawnpore Karachi sending strong delegation, and agree, at our request, represent all India, subject

approval Bombay and Madras Chambers. Recommend this your favourable consideration. Kindly wire reply as time presses."

Telegram, dated 16th July 1903, from Secretary, Bombay Chamber of Commerce, to Secretary, Bengal Chamber of Commerce :—

"Your telegram fourteenth. Committee, not knowing opinions of said delegates on important questions for discussion, prefer no representatives Montreal."

Telegram, dated 15th July 1903, from Secretary, Chamber of Commerce, Bombay, to Secretary, Chamber of Commerce, Karachi :—

"Please telegraph who represents your Chamber at Montreal, and whether given any mandate upon Imperial questions."

Similar telegram to Upper India Chamber of Commerce, Cawnpore.

Telegram, dated 15th July 1903, from Secretary, Upper Indian Chamber of Commerce, Cawnpore, to Secretary, Chamber of Commerce, Bombay :—

"Sir W. E. Cooper, A. McRobert, late President, and Sir Edward Buck represent Chamber, Montreal. No special mandate. Buck reads paper, *viz.*, Emigration from India to British Colonies should be encouraged in the interests both of India and of the Colonies. This represents his personal opinion, not Chamber."

Telegram, dated 15th July 1903, from Chamber of Commerce, Karachi, to Secretary, Chamber of Commerce, Bombay :—

"Webb, of Forbes Company, our representative ; question of giving mandate under consideration."

CHAMBER OF COMMERCE,

BOMBAY, 21st July 1903.

THE SECRETARY, CHAMBER OF COMMERCE, KARACHI.

DEAR SIR,—With reference to my telegram of the 15th instant, already confirmed, I am directed by the Committee of the Bombay

Chamber of Commerce to explain the occasion of its despatch. My Committee received from the Bengal Chamber of Commerce a telegram stating that your Chamber and that of Upper India (Cawnpore) would be represented at the forthcoming Montreal Congress and that the delegates would probably consent to represent all the Indian Chambers on an unanimous invitation. The Committee were naturally disposed to welcome the proposal; but in view of the very important and rather contentious questions that will almost certainly fall at the present time to be discussed at the Congress they considered that it would be well to know what views would be advocated by the delegates in question. Unfortunately pressure of time did not admit of fuller communication with you, and on hearing from you and also from the Upper India Chamber that no definite mandate had been given to the delegates my Committee with regret decided that in view of the exceptional importance of certain questions now much in the public mind they would prefer to be represented only by delegates of whose opinions on these subjects they had some knowledge.—I am, etc.,

FREDERICK NOEL-PATON, Secretary.

Similar letter to Upper India Chamber of Commerce, Cawnpore.

The following is the official text of the resolutions passed at the Fifth Congress of Chambers of Commerce of the Empire, convened by the London Chamber of Commerce, and held at Montreal on August 17th to 21st, 1903, under the presidency of the Right Hon. Lord Brassey, K.C.B. :—

DEFENCES OF THE EMPIRE.

"It is resolved that this Congress hereby affirms the principle that it is the duty of the self-governing Colonies to participate in the cost of the defence of the Empire, but the Colonies claim the privilege of keeping their own initiative as to the nature and mode of help which they may agree to offer."

BRITISH CAPITAL AND EMIGRATION FOR THE COLONIES.

"That in the interests of the British Empire, and particularly in the interests of the Motherland, measures should be adopted which would direct British capital and emigration to the Colonies rather than to foreign countries."

FOOD SUPPLY OF GREAT BRITAIN.

Whereas, "The assurance of a constant and ample supply of food to the citizens of the United Kingdom in both peace and war is a matter of the first importance for the security of the Empire,"

It is resolved: "That in the opinion of this Congress the food supply of Great Britain can be most safely relied upon, by developing the output of her own territories to such an extent as to make her independent of supplies from foreign sources, and that to best achieve this end it is most desirable and necessary to divert, as far as possible, all of her able-bodied surplus population who will make useful citizens to the shores of her dominions beyond the seas."

TREATIES BETWEEN GREAT BRITAIN AND FOREIGN COUNTRIES.

"That in the opinion of this Congress all treaties between Great Britain and foreign countries should leave Great Britain free to enter into such relations with the Colonies and dependencies as might be deemed expedient."

MOST-FAVOURED-NATION TREATMENT FOR COLONIES.

"That the Congress desires to express its approval of the resolution adopted by the last Congress of Chambers of Commerce of the Empire, also unanimously approved by the autumnal meeting of the Association of Chambers of Commerce of the United Kingdom, held in Paris, September 1900, to the effect that His Majesty's Government should take immediate steps in conjunction with the Government of the Colonies interested, in order to obtain for British Colonies most-favoured-nation treatment from those countries which have granted most-favoured-nation treatment to the United Kingdom, and against which the Colonies are not discriminating in the application of their Customs Tariff."

THE FRENCH SURTAXE D'ENTREPÔT.

"That the Foreign Office be requested to address representations to the French Government with a view to obtaining that goods coming on a through bill of lading *viâ* a British port, from a British Colony which has no direct service with France, be considered by the French Customs as coming direct, and admitted free of the *surtaxe d'entrepôt*, *i.e.*, of the especial tax which is imposed in addition to the Customs duty upon goods of extra European origin coming into France through a European port other than a French port."

CONSULAR SERVICE.

"That in the opinion of this Congress it is urgently necessary in the interests of the commerce of the British Empire—

"1st. That His Majesty's Government should resolutely maintain and extend our commercial treaty rights.

"2nd. That the consular service should be reorganized and strengthened on lines calculated to make it more effective for the promotion of the trade of the British Empire.

"That a copy of this resolution be sent to the Foreign Secretary, the Prime Minister, and the Colonial Secretary."

LIGHT DUES.

"That the Congress take the necessary steps to again call the attention of the British Government to the desirability of abolishing the light dues in accordance with the recommendation of the Select Committee of the House of Commons upon the steamship subsidies which was recently published."

"That it is detrimental to the interests of the merchant shipping of the United Kingdom and her Colonies that light dues should continue to be levied upon shipping in the United Kingdom, and that His Majesty's Government be respectfully requested to give effect to the recommendation of the Select Committee of the House of Commons on shipping subsidies, namely :—'That with a view to the fair competition of British shipowners with their foreign rivals (*inter alia*) light dues should be abolished.'"

THE POSTAL RATE ON IMPERIAL PUBLICATIONS.

"That the freer interchange between the peoples of the Empire of the newspapers and periodicals published therein would do much to strengthen Imperial unity and the associations and aims upon which such unity must be based."

"It is further resolved that it should be the aim of Imperial statesmanship to reach an arrangement which would make it possible for British publications to compete on even terms with foreign newspapers."

COMMERCIAL RELATIONS BETWEEN THE MOTHER COUNTRY, HER COLONIES AND DEPENDENCIES.

"It is resolved that, in the opinion of this Congress, the bonds of the British Empire shall be materially strengthened and the union of the various parts of His Majesty's dominions greatly consolidated by the

adoption of a commercial policy based upon the principle of mutual benefit, whereby each component part of the Empire would receive substantial advantage in trade as the result of its national relationship, due consideration being given to the fiscal and industrial needs of the component parts of the Empire.

"That this Congress urges upon His Majesty's Government the appointment by them of a special commission, composed of representatives of Great Britain and her Colonies and India, to consider the possibilities of thus increasing and strengthening the trade relations between the different parts of the Empire and trading facilities within the Empire and with foreign countries."

Fast Mail Service and Development of Trade between the Mother Country and the Colonies.

"Resolved that this Congress considers it of the utmost importance to the interests of the Empire that the United Kingdom and her Colonies should adopt a policy under which lines of steamships will be secured and retained for (1) the provision of fast mail services on the several routes; and (2) the development and control of trade between the Mother Country and her possessions, and between the Colonies themselves."

Importation of Canadian Cattle into Great Britain.

"That the present restrictions on the importation of Canadian cattle into Great Britain are unjust, so far as they are based on the dread of disease existing among such cattle, since any outbreak of disease is as rigidly guarded against in Canada as in the Mother Country, and no infectious disease exists in Canada; and that such restrictions are also undesirable, as they result in interference with the free development of trade, decreased supply of cattle and increased cost of meat to the British consumer, and that in the opinion of this Congress the present regulations of H. M. Board of Agriculture, so far as they relate to the importation into the United Kingdom of Canadian live cattle, under reasonable precautions, should at once be reconsidered."

Metric System.

"That this Congress, having had under its consideration the following resolution adopted at the Conference held in London during the

months of June, July, and August, 1902, between His Majesty's Principal Secretary of State for the Colonies and the Prime Ministers of the self-governing Colonies of the British Empire, namely:—

"'That it is advisable to adopt the metric system of weights and measures for use within the Empire, and the Prime Ministers urge the governments represented at this Conference to give consideration to the question of its early adoption;'

hereby expresses its hearty concurrence therewith, and urges upon the Government of the United Kingdom the necessity for legislative measures being taken in the interests of British Trade and Commerce to make the use of metric weights and measures compulsory."

DECIMAL SYSTEM OF CURRENCY.

It is resolved: "That this Congress favours the adoption throughout the Empire of the 'Decimal System of Currency, which already answers all commercial purposes."

COMMERCIAL TRAVELLERS' LICENSES.

"That as Great Britain imposes no licenses on commercial travellers representing Colonial houses, this Congress is of opinion that commercial travellers representing British houses should be free from impost of licenses when travelling in the Colonies."

FOOD SUPPLY FOR BRITISH EMPIRE FROM COLONIES AND DEPENDENCIES.

"That, there are in the British Colonies and Dependencies natural resources, if properly developed, sufficient to supply the food supply for the British Empire."

CONTRACTS FOR IMPERIAL PUBLIC WORKS.

"That in the opinion of this Congress in all contracts for Imperial public works, it is desirable that the preference should be given as far as possible to British subjects."

NEWFOUNDLAND AS A PART OF THE DOMINION OF CANADA.

It is resolved: "That to fully round out and complete Canadian Confederation and to strengthen Imperial unity it is, in the opinion of this Congress of Chambers of Commerce of the Empire, essential that Newfoundland should be included as a constituent part of the

Dominion of Canada. The present is an opportune time to enter upon negotiations leading to this result in view of the pending tariff treaty between Newfoundland and the United States, and the friendly relations now existing between France and Great Britain and the probable disposition on the part of France to settle for all time matters in dispute respecting the French shore. It is, in the opinion of this Congress, a matter of Imperial importance that one intact Atlantic seaboard should be thus permanently secured."

Naturalization Laws in British Empire.

It is resolved: "That in the opinion of this Congress the Naturalization Laws of the various parts of the Empire should be so unified as to make any citizen who has been duly naturalized in any part of His Majesty's Dominions a British subject wherever the flag waves, and entitled to the full rights and privileges of a native born."

Trade Marks.

"That taking into consideration the resolutions which have for some years been unanimously adopted by the Association of Chambers of Commerce of the United Kingdom, and the resolution which was adopted at the last Congress of Chambers of Commerce of the Empire, calling upon the British Government to grant facilities for a full inquiry into the unsatisfactory working of the present law relating to the registration of trade marks;

"It is hereby resolved that the Imperial Government be strongly urged to afford, without further delay, a full inquiry into the unsatisfactory state of the said laws and the administration thereof, with a view to early legislation thereon;

"That in the opinion of this Congress it is highly desirable that His Majesty's Government should take such steps as will secure the early adoption by the Government of British India, of laws for the registration of trade marks within its jurisdiction;

"That His Majesty's Government be requested to make such representations to, and to use its influence with, the respective authorities as will lead to the adoption of uniform laws for the registration and protection of trade marks throughout the whole of the Colonies and Dependencies of the British Empire, provided that cotton, yarn and fabrics produced in classes 23, 24 and 25 of the British Standard shall be excluded from such registration."

PATENT LAW ADMINISTRATION.

"That this Congress, impressed by the difficulties arising from the diverse systems of patent law administration in the various parts of the Empire, and the heavy cumulative cost of securing patent rights therein, recommend to all Chambers (1) that they should severally consider the question of assimilating such law and administration and reducing the cost; and (2) that the result of their deliberations hereupon be forwarded to the Manchester Chamber before the end of the present year, with a view to the preparation of a scheme of reform to be afterwards submitted to each constituent Chamber for its approval."

CODIFICATION OF COMMERCIAL LAW OF THE EMPIRE.

"That no definite solution having been arrived at by the British Government on the resolution adopted by the Fourth Congress in 1900 on this matter, it be an instruction from this Congress to its component Boards of Trade and Chambers of Commerce to approach the Governments of the respective participating Colonies and of the United Kingdom, with a view to representations being made to the Home Government through the Colonial Premiers and the representative associations in the Mother Country, in order that before the date of the next Congress, at least one branch of commercial law may be codified."

STATE-OWNED TELEGRAPHS.

"That in the opinion of this Congress all the self-governing British communities around the globe should be united by a continuous chain of State-owned telegraphs. That such an inter-Imperial line of communication would, under Government control, put an end to the difficulty which has been caused by the allied cable companies in Australia and remove all friction which has arisen between the partners in the Pacific cable; that it would lower charges to a minimum on over-sea messages passing between New Zealand, Australia, India, South Africa, the West Indies, Newfoundland, Canada, and the Mother Country; that it would provide a double means of communication at low uniform rates between the Mother Country, or any one British State and all self-governing British States; that it would constitute the most effective means by which the several governmental units of the Empire may hold communion with each other whenever they desire, and that while it would be of the highest importance to

the commercial and social interests of the British people around the world, it would, by the subtle force of electricity, at once promote the consolidation of the Empire and prove an indispensable factor in Imperial unity."

Commercial Education.

"That this Congress is of opinion that the utmost efforts should be made throughout the Empire to encourage and furnish facilities for commercial education as a branch of technical and scientific study, and that the Home and Colonial Governments be asked to give special grants-in-aid thereof, and further the Congress is of opinion that Chambers of Commerce should be represented on Boards of Education in order to advance the interest of commercial education."

Trade Disputes.

It is resolved: "That the strained relations existing between capital and labour demand legislative action throughout the Empire, for the purpose of preventing strikes and lock-outs, which are disastrous to the interests of employers and employés, and to the whole country; and that this Congress is of opinion that legislative action should include the giving of sanction and encouragement to the promotion of voluntary conciliation Boards which have achieved a great measure of success in Great Britain;

"And, further, that labour unions and masters' trades associations in all cases be incorporated and registered."

British Interests in the Far East.

Resolved: "That this Congress endorses the Leeds resolution, adopted by the Fourth Congress, viz.:—'That in view of the steps now being taken by the various countries of Europe to open out the interior of China to trade and commerce, it is the opinion of this Congress that the Government should endeavour by every means in its power to protect the interests of the British trader, to assist him in obtaining concessions and to afford him all reasonable securities against disturbance from the Chinese Government or aggression from foreign Powers.' And further suggests, 'That His Majesty's Government be urged to use every effort to secure facilities for assisting British traders in Manchuria, Corea and Siberia, and to collect and make public all available information in furtherance of this object.'"

Canadian Bankruptcy Law.

Resolved: "That this Congress strongly endorses the recommendation of the Council of the London Chamber of Commerce by its special resolution of December, 1900, and January, 1902, regarding the desirability of a Dominion Bankruptcy law being enacted with the least possible delay."

London Clause in Bills of Lading.

"That representation be made to the Canadian Steamship lines to discontinue the insertion of the London Clause in bills of lading, on the ground that no clauses imposing charges on goods should be inserted in bills of lading other than freight."

Other Resolutions.

A message to the King was passed in the following terms and transmitted by cable:—"That the delegates respectfully tender to His Majesty the King the assurance of their loyalty to his Throne and Person, and their earnest desire to uphold and strengthen the unity of the British Empire by every practicable means." A motion was also passed requesting and authorizing the London Committee to take such steps as may be advisable to give effect to the views of the Congress. The proceedings concluded with votes of thanks to the Montreal Board of Trade (particularly to Mr. A. J. Hodgson, President, Mr. George E. Drummond, Vice-President, Mr. Herbert B. Ames, Mr. George Hadrill, the Secretary, and to Mr. Cook, his assistant); to Le Chambre de Commerce du District de Montreal; to the Canadian Government; to the Canadian railway companies; to Lord Brassey; to Lord Strathcona; to General Laurie; and to the London Organizing Committee (particularly to Mr. E. J. Gillespie and Mr. Kenric B. Murray).

It may be added that the full text of the discussion and report of the proceedings may be obtained from the London Chamber of Commerce, Oxford Court, Cannon Street, E.C., price 1*s.* net, post free 1*s.* 5*d.*

APPENDIX I.

CHAMBER'S PUBLICATIONS.

CHAMBER OF COMMERCE,
BOMBAY, 20th August 1903.

On the 2nd July 1902 a circular was addressed to members informing them of the loss entailed by the issue of the Chamber's Returns of Import and Export Manifests, and inviting an expression of opinion as to the expediency of discontinuing or amending these publications. In view of the small number of replies received the Committee did not at that time feel called upon to take any steps. The loss in question continues, and the Committee have resolved to discontinue the publication of the Import and Export Manifests from the 1st October.

FREDERICK NOEL-PATON, Secretary.

APPENDIX J.

ARRIVALS OF COTTON.

NEW CLASSIFICATION OF DESCRIPTIONS.

BOMBAY COTTON TRADE ASSOCIATION, LD.,
BOMBAY, 8th September 1903.

The SECRETARY, BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—Referring to the interview Mr. Stauber (the Deputy Chairman of this Association) had with you a short time ago, in regard to the form in which the receipts of the various growths of cotton into Bombay are shown in the Daily Return published by the Chamber, I am instructed by the Directors to ask you to be so good as to submit the following suggestions to the Committee of the Bombay Chamber of Commerce for favourable consideration :—

Berar.—The Directors would prefer that the arrivals under this heading should be divided into two sections, namely,—

"Berar"
"Central Provinces."

I am to explain that the cultivation of Cotton in the latter district has considerably increased during the last few years, and the quality now produced is so different from cotton grown in Berar proper, that separate Returns would be most useful to the trade. The proposed division, however, is not exactly a geographical one, as some Berar stations, bordering on the Central Provinces, would be returned under that heading, the cotton being—commercially speaking—of the same description.

Hingunghat.—The present separate Returns under this heading are now of no practical use to the trade, and the Directors therefore think that the Chamber should not record these figures separately but merely include them under the new designation of "Central Provinces."

Khandeish.—Cotton cultivation in Central India—and along the line from Khandwa to Jabalpur—has increased to a large extent in recent years, and as the quality of the cotton, drawn from these districts, is so different from "Kandeish," under which heading the arrivals are at present shown, that the Directors consider a useful purpose would be served if the receipts were shown under the following heads :—

"Khandeish."
"Central India."

Cotton grown between Khandwa and Jabalpur should, at the same time, be included under the latter heading. Strictly speaking it should come under Central Provinces, but the arrivals from that district are now quite different, in quality, as compared with the cotton coming from other parts of the same neighbourhood, which of course will continue to be returned as from "Central Provinces."

Bengals.—The Directors would be glad if the Committee of the Chamber would divide the present Returns of "Bengals" into—

"Bengals, N. W. P.,"

"Bengals, Rajputana,"

so as to bring them more in line with the present requirements of the trade.

Cotton Waste, Fly, and Droppings from Europe.—Infrmation regarding receipts under this head—which a few years ago was of some relative importance during the prevalence of famine—is now insignificant and consequently of no practical value to merchants in Bombay, and to avoid the trouble which tabulating them entails on the Chamber's staff, the Directors suggest this might be discontinued.

I am to attach a skeleton form embracing the above suggestions and showing how the comparisons with previous years might be made in the daily forms issued by the Chamber. The Directors suggest the change should come into force on 1st October next.

I am asked to say that as far as the Cotton Trade Association is concerned, it is not necessary to give the returns in *Cwts.* as well as *Bales*; all that is required is the number of *Bales.*—I have, &c.,

C. J. MICHAEL, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 17th September 1903.

The SECRETARY, BOMBAY COTTON TRADE ASSOCIATION, LD.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 8th instant in which your Directors suggest certain changes in the Daily Return published by the Chamber showing the receipts of various growths of cotton into Bombay. The matter is receiving attention, and the Committee hope to adopt the new form from 1st October.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX K.

DAILY ARRIVALS OF PRODUCE.

CHAMBER OF COMMERCE,
BOMBAY, 16th December 1902.

The GENERAL TRAFFIC MANAGER,
GREAT INDIAN PENINSULA RAILWAY,
Bombay.

DEAR SIR,—It was pointed out to this Chamber some four weeks ago that in the Returns published by it, and which are compiled from figures supplied daily by the Railways and Custom House, the imports of Rape Seed into Bombay from January to October, inclusive, amounted to only 94,056 tons, while the exports for the same period were shown at tons 124,478. If we add to this the quantities shipped from 1st to 18th November and then in course of loading, *viz.*, 8,188 tons, the total exports amounted to 132,666 tons, showing an excess of 38,610 tons exports over imports. This is without counting the stocks, estimated at not less than 20,000 tons then lying in Bombay, while the stocks carried over from last year were known to be comparatively small.

In a letter No. Stt. 9—1547, dated 26th ultimo, from the Chief Auditor, the arrivals of Rape Seed and Mustard Seed together are given at 2,702,829 maunds, say, cwts. 1,985,752. On the other hand the daily returns of Rape Seed alone as received from your Goods Superintendent, give in all cwts. 11,42,572, showing a difference of cwts. 8,43,180 or about 42·5 per cent. presumably Mustard Seed.

But it is a matter of common knowledge that the Mustard Seed received in Bombay does not amount to more than 5 to 10 per cent. of the conjoint arrivals.

It seems evident, therefore, that your Goods Superintendent has been treating certain quantities of Rape Seed as Mustard Seed, and it is suggested that this probably arises from the word Rye or Rai, and the word Lahi being taken by him to refer to Mustard Seed, while it is in fact largely used in the invoices of up-country merchants to designate Rape Seed.

With a view to ascertain whether the discrepancy has arisen through this cause, I should be indebted if you would furnish me with the figures of your Audit Department showing the arrivals of Rape Seed and Mustard Seed, respectively, in the first six months of each of the three years 1899, 1900, 1901.

Meantime, as the correctness of these figures is of the utmost importance to the trade, and since the difficulty of your distinguishing between Rape Seed, Mustard Seed, Rai and Lahi will probably continue, I am directed by the Committee to beg that on and after the 1st January the Daily Returns supplied by the Goods Superintendent may show all these descriptions conjointly.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

GENERAL TRAFFIC MANAGER'S OFFICE,
BOMBAY, 19th December 1902.

No. GG. 2815—2.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In acknowledging the receipt of your letter dated the 16th December 1902, I beg to say that the quantity of Rape and Mustard Seed conjointly imported into Bombay during the first six months of the years 1899, 1900 and 1901 was as under—

30th	June	1899	...	747,586	Maunds.
,,	,,	1900	...	646,298	,,
,,	,,	1901	...	869,784	,,

I regret I am unable to furnish you with the imports of Rape and Mustard Seeds separately, as they are collectively shown in our returns.

I have instructed the Goods Superintendent, Wadi Bandar, to show Rape and Mustard Seeds collectively in future.—I have, &c.,

L. S. ROBERTSON, *for* General Traffic Manager.

APPENDIX L.

TRADE RETURNS.

REVISION OF MONTHLY RETURN OF PIECE-GOODS AND TWIST—B. B. & C. I. RAILWAY.

CHAMBER OF COMMERCE,
BOMBAY, 16th May 1903.

The AGENT, B. B. & C. I. RAILWAY, Bombay.

DEAR SIR,—The attention of the Committee has been drawn to the new classification adopted in the Monthly Return of Piece-goods and Twist for January 1903, the effect of which is to render it impossible to give in detail the comparative figures for last year with resultant injury to the usefulness of the Trade Returns of the City. Under the circumstances I am directed by the Committee to enquire whether any strong reason exists for the change, and if not, whether you could see your way to revert to the old system.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 10th June 1903.

The AGENT, B. B. & C. I. RAILWAY, Bombay.

DEAR SIR,—On the 16th May last I addressed you on the subject of the new classification adopted by you in the Monthly Return of Piece-goods and Twist for January 1903, and enquired whether any strong reason existed for the change, and if not, whether you could see your way to revert to the old system.

I should be glad if you would be so good as to favour me with your reply at an early date.—I have, &c.,

C. J. MICHAEL, *for* Secretary.

BOMBAY, BARODA & CENTRAL INDIA RAILWAY.
No. 6307 of 1903.

BOMBAY, 18th June 1903.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter dated 16th May 1903, I have the honour to state that the introduction of the new classification adopted in the Monthly Returns is to suit the new system of extracting station to station traffic. As the use of this form for one year will obviate the difficulties of comparison you now complain of, arrangements will be made to submit for 1903 the information on both the old and new forms. Statements on the old form for January and February 1903 are attached herewith.—I have, &c.,

W. HARVEY, Acting Agent.

APPENDIX M.

TRADE STATISTICS.

CALENDAR YEAR TO BE SUBSTITUTED FOR FINANCIAL YEAR.

No. 1723.

GOVERNMENT OF INDIA, STATISTICAL DEPARTMENT.

CALCUTTA, 26th August 1903.

From the DIRECTOR-GENERAL OF STATISTICS;

To The SECRETARY to the CHAMBER OF COMMERCE, Bombay.

SIR,—A proposal is under consideration to publish statistics of the trade and navigation of the Government of India for the calendar year ending the 31st December, instead of, as at present, for the twelve months ending the 31st March. Such a course would offer the advantage of furnishing trade statistics in time for the preparation of the Budget, and would also bring the trade statistics of this country into line with those of the United Kingdom which are issued for the calendar year. It is, however, urged as a reason for adhering to the present system that the existing year ending April 1st is preferable, as it includes the whole exports of the season's crops in one year I should be glad to be favoured at an early date with the opinion of your Committee on this point.—I have, &c.,

R E. ENTHOVEN,
Offg. Director-General of Statistics.

CHAMBER OF COMMERCE,
BOMBAY, 3rd September 1903.

THE DIRECTOR-GENERAL OF STATISTICS,

GOVERNMENT OF INDIA, STATISTICAL DEPARTMENT, CALCUTTA.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 1723, dated the 26th August, in which you desire an expression of the opinion of the Committee regarding a proposal to publish statistics of the Trade and Navigation of the Government of India for the Calendar year ending 31st December instead of for the twelve months ending 31st March.

2. I am to say that the change would in the opinion of the Committee be desirable.

3. It is assumed that the Trade Statistics of the Provincial Governments will be modified in the same sense.—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX N.

GOVERNMENT TRADE RETURNS OF BOMBAY PRESIDENCY.

No. 1556.

GOVERNMENT OF INDIA STATISTICAL DEPARTMENT,

CALCUTTA, 1st August 1903.

From the DIRECTOR-GENERAL of STATISTICS, to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—In reference to correspondence ending with this office letter No. 1942, dated the 23rd December 1902, I am directed by the Government of India to address you on the subject of the recent changes in the form of the Annual Trade and Navigation Report of the Bombay Presidency, whereby the old system of entering separately the Foreign Trade of the Presidency and of the Chief Port was abandoned, and the statistics of Coasting Trade greatly curtailed.

Firstly, with reference to Foreign Trade, you are doubtless aware that practically the whole of this Trade consists of imports into and exports from Bombay. To duplicate all the entries merely in order to bring out an occasional difference between the trade of the Presidency and the Port therefore seems very cumbersome and unnecessary. I am to enquire whether it would meet the views of your Committee if the statistics of the Presidency Trade were followed by a table showing the articles imported into all ports other than Bombay where the total value exceeded in the case of one article, Rs. 10,000. This would be a short table, and it would, I venture to think, afford just the information that the Chamber requires. Thus, if the Chamber desired to know the total import of say, hoop steel, into Bombay, a reference would be made to the present table, and if the new table now proposed did not contain an entry of hoop steel it would be at once clear that all but an insignificant portion of the import was into Bombay. The new table would not show the Coasting Ports separately, but merely the combined imports into and exports from all Coasting Ports.

Secondly, with regard to the Coasting Trade, I am to enquire whether the following table would afford adequate information on this subject :—

Table of exports from the Presidency of Bombay and its ports to other ports in India.

Column 1—Article.

Column 2—Chief Port, that is, Bombay.

Columns 3, 4, 5—Subordinate Ports with trade of at least Rs. 50,00,000 in value.

Column 6—Other Ports.

Column 7—Total Presidency.

In this table I would propose to omit from specific entry any article of which the import or export at the port indicated at the head of the column did not reach a value of at least Rs. 25,000, and to group such entries together. This would make the table clearer and prevent its being cumbered with much useless detail. It does not appear that there is any object to be gained in recording the import of, for instance, 10 lbs. of rubber at Karwar, and such details make the table difficult to study.

I have the honour to request that you will favour me with an early expression of the views of your Chamber on these proposals. —I have, &c.,

R. E. ENTHOVEN, Offg. Dir.-Genl. of Statistics.

CHAMBER OF COMMERCE,

BOMBAY, 21st August 1903.

The DIRECTOR-GENERAL of STATISTICS to the GOVERNMENT of INDIA, Calcutta.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge, with thanks, the receipt of your letter No. 1556 of the 1st instant, and to say that your suggestions in regard to the form of the Annual Trade and Navigation Report of the Bombay Presidency meet with their approval.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX O.

EXPORTS SHIPPED "FOR ORDERS" AND IMPORTS FROM TRANSHIPMENT PORTS.

No. 765—S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, the 13th February 1903.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—It has been brought to the notice of the Government of India that the Government Accounts of Sea-borne Trade are defective in their records of the Trade of India with Egypt, Ceylon, the Straits Settlements and Hongkong. The exports to Egypt are exaggerated by the inclusion of cargoes which are sent to Suez or Port Said "for orders," and which subsequently pass out of those ports in the same bottoms. Similarly the imports from Colombo, Singapore and Hongkong comprise goods from Australia and other countries in the East which have been transhipped for export to India. It is considered desirable that the trade accounts should classify exports according to their ultimate destination by sea, and should attribute imports to the countries from which they were originally shipped; and it has therefore been proposed—

(1) that shippers exporting goods "for orders" should be required to furnish information subsequently of the final destination of the goods; and that the trade accounts should be corrected accordingly, and

(2) that imports from Ceylon, the Straits Settlements and Hongkong should be classified according to the ports of original shipment as shown in the bills of entry.

2. With regard to the second of these proposals, which appears to follow the practice of the Board of Trade, it has been represented that Penang, Singapore and Hongkong are large distributing centres of trade, and that it will therefore be difficult to distinguish between transhipments at those ports and transactions which should properly be classed as re-exports of foreign merchandise. It has accordingly been suggested that the Government of India should not

attempt to attribute all imports from the countries above named to the countries of original shipment, but should adopt this course only in the case of certain selected articles which are known to pass through Hongkong or the Straits Settlements or Ceylon in transit to India.

3. I am to ask that the Government of India may be favoured with an expression of the views of the Chamber of Commerce on the above proposals. Further, if the Chamber approves of the second proposal as modified in the preceding paragraph, I am to enquire to what articles the new system of classification may suitably be applied.—I have, &c.,

R. A. MANT, Under-Secy. to Govt. of India.

CHAMBER OF COMMERCE,
BOMBAY, 20th February 1903.

The UNDER-SECRETARY to the GOVERNMENT of INDIA,
FINANCE and COMMERCE DEPARTMENT, Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 765-S.R., dated 13th February, dealing with certain defects in the records of the Trade of India with Egypt, Ceylon, the Straits Settlements and Hongkong.

2. I am to say that the first of the two proposals stated, namely, "that shippers exporting goods 'for orders' should be required to furnish information subsequently of the final destination of the goods; and that the trade accounts should be corrected accordingly" is desirable, but presents certain difficulties, inasmuch as the shippers of goods to Port Said and Gibraltar "for orders" would in many cases be unable to furnish the information specified. Shipments of this nature from Bombay are now understood to be extremely rare, but my Committee are advised that a very considerable proportion of the wheat exported from Karachi is sent to Port Said or Gibraltar "for orders, United Kingdom or Continent." These cargoes often change hands many times before reaching their ultimate destination, and in the case of cargoes sold on *c.if.* terms, the shipper is not concerned to learn where they may ultimately discharge. It would of course be possible to ascertain subsequently where any given ship had discharged, but the public sources of

information on this point are open to Government as to merchants, and my Committee believe it would be well that Government should not require such merchants to furnish information which, as a matter of fact, they, in many cases, do not possess.

3. The second proposal is "that imports from Ceylon, the Straits Settlements and Hongkong should be classified according to the ports of original shipment as shown in the bills of entry." This appears to my Committee to be very desirable; and they are disposed to think that it should be feasible to apply the proposed system of classification to all the principal commodities.

4. I am to say that American Drills and Sheetings, when transhipped for India at Liverpool or Continental Ports, are not infrequently shown in the import bills, and returned by the Custom House as imports from United Kingdom or Continent as the case may be, instead of the United States. The Committee would suggest that in this case also measures should be taken to insure that the goods should be ascribed to their true port of origin.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

No. 4860-S. R.

GOVERNMENT OF INDIA,

FINANCE AND COMMERCE DEPARTMENT.

Statistics and Commerce—Miscellaneous.

From J. CAMPBELL, Esq., I.C.S., OFFG. UNDER-SECRETARY to the GOVERNMENT of INDIA, to the SECRETARY to the CHAMBER OF COMMERCE, Bombay.

SIMLA, the 21st August 1903.

SIR,—I am directed to refer to the correspondence ending with your letter dated 20th February 1903, on the subject of certain defects in the accounts of the Sea borne Trade of India. The Government of India have decided that in the case of cargoes which are shipped to Suez or Port Said "for orders," an attempt should be made to ascertain and record the ultimate port of destination of the goods.

2. The Government of India are unwilling to undertake legislation compelling exporters to furnish information which they are not at present legally required to give, unless it is found that the information cannot be obtained by any other means. They consider that shippers of goods to Egypt may reasonably be expected to co-operate with the Customs authorities in this matter and to furnish true information to the Collector of Customs as soon as they learn the port of destination of the goods. The Government of India hope that the Chamber of Commerce will use its influence with the exporters at Bombay who are concerned in the export trade to Egypt and will persuade them to furnish any information that may be required by the Collector of Customs.

3. A further communication will follow on the subject of the recording of imports from Ceylon, the Straits Settlements and Hongkong.—I have, &c.

J. CAMPBELL, Offg. Under-Secy. to Govt. of India.

CHAMBER OF COMMERCE,

BOMBAY, 3rd September 1903.

The OFFG. UNDER-SECRETARY to the GOVERNMENT of INDIA,
FINANCE AND COMMERCE DEPARTMENT, Simla.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honor to acknowledge the receipt of your Circular letter No. 4860-S.R., dated 21st August, in which you state that the Government of India have decided that in cases of cargoes shipped to Port Said or Suez "for orders," an attempt should be made to ascertain and record the ultimate port of destination, and further invite the Chamber to use its influence to induce exporters to furnish such information as may be required by the Collector of Customs.

2. It will have been gathered from my letter of the 20th February last that it may be a matter of difficulty for exporters to furnish the information, but the Chamber will co-operate to the best of its ability in a measure which will make for statistical accuracy, and I am to request that the Chamber may be consulted in advance regarding any rules which it may be proposed to institute in the matter.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 5502-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT,

SIMLA, the 8th September 1903.

From J. CAMPBELL, ESQ., I.C.S., OFFG. UNDER-SECRETARY to the GOVERNMENT of INDIA, to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 3rd September 1903, regarding the recording of the ultimate port of destination of cargoes shipped to Suez and Port Said "for orders." I am to say that your request that the Chamber may be consulted before any rules are framed on the subject will be kept in view.—I have, &c.,

J. CAMPBELL, Offg. Under-Secy. to Govt. of India.

APPENDIX P.

INCOME TAX.

CHAMBER OF COMMERCE,

BOMBAY, 15th October 1903.

To the SECY. to GOVERNMENT, FINANCIAL DEPARTMENT,

Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to represent, for the consideration of His Excellency's Government and for the favour of such communication to the Government of India as His Excellency in Council may deem expedient, that the Income Tax, as assessed and collected in India, is unjust in its incidence, is unsuited to the country, and might fittingly be abolished The Committee make this representation at the instance of certain members of the Chamber, and their reasons for acceding to the prompting of those members are as follows :—

(*a*) that the success or non-success of trade and industry in India is so largely dependent on climatic conditions and that those conditions vary so greatly that the loss made in one year may, and often does, equal or exceed the profit made in another year, the average being very much less than the sum on which Income Tax is paid ;

(*b*) that there exists in India a very strong and characteristic aversion to the disclosure of the amount of individual wealth ; and that this aversion, when reinforced by a sense of the injustice inherent in the conditions stated in the foregoing paragraph, leads to extensive concealment of income in one section of the community, and to a strong feeling of resentment in the other section who, paying their dues honestly, perceive that they thereby suffer through the inability of Government to collect its tax with such uniformity as would pave the way to a general remission ;

(*c*) that the tax was instituted to meet abnormal financial exigencies which have ceased to exist, and that it ought therefore, in equity, to be abolished ;

(*d*) that in the case of monies invested in India, but belonging to persons domiciled in the United Kingdom and subject to the British Income Tax, the Indian Income Tax constitutes a second charge of this nature. It therefore not only penalises Englishmen resident in India, but retards the introduction of British capital, placing both at a disadvantage as compared with native and foreign capital.

2. The Committee believe that the first of the above arguments is the only one that requires expansion. A hypothetical case has been put before the Committee ; and, as it seems to them to be well within the range of probabilities in a country whose trade conditions vary so greatly and so suddenly, they instruct me to append the following table :—

Profits, Losses and Income Tax on an Indian Business during a period of 10 *years.*

Year.	Profit.	Loss.	Income Tax paid.
	Rs.	Rs.	Rs.
1891	50,000	.....	1,250
1892	40,000	.....	1,000
1893	.....	60,000	.....
1894	20,000	.....	500
1895	30,000	.....	750
1896	.....	40,000	.....
1897	20,000	.....	500
1898	.....	20,000	.....
1899	40,000	.....	1,000
1900	.....	30,000	.....
Total ...	2,00,000	1,50,000	5,000
Net profit in 10 years ...	50,000		

It will be seen that under Indian conditions the Income Tax as at present collected may not infrequently represent 10 per cent., or even more, of the total income earned. It will, my Committee think, be recognised by Government that a tax ostensibly of 2½ per cent., which really amounts to 10 per cent. or more and which does

so with the greater probability when heavy losses have diminished the power of the assessee to meet the charge, is not merely irritating but wrong in principle. The injustice done by it is no justification of concealment of income; but it is certain to induce it and, humanly speaking, goes as near to constituting an excuse for evasion as any enactment could go. This evasion again, which is a direct product of the law itself, restricts the Income Tax Revenue, so that those who honestly declare their income are denied all hope of reduction in the rate.

2. My Committee feel that Government has a grave moral responsibility in this matter, and that if the conditions under which the Income Tax has been instituted in India are such as preclude its administration in a manner consistent with justice and with the encouragement of integrity, it would be well to abolish it. They beg therefore that His Excellency in Council may be pleased to consider this representation and forward it to the Government of India with such support as he may be able to accord to it. It appears from the Financial and Commercial Statistics of the Government of India that the average net Income Tax Revenue in the ten years 1891-2 to 1901-2 was about Rs. 1,78,00,000, while in the year 1900-1 it was Rs. 1,93,34,590. This Chamber welcomed the decision of Government to devote the surplus of last year mainly to remission of the Salt Tax; but since, this year, there appears to be every likelihood of another surplus large enough to enable Government to remit taxation up to the amount found to be collected in Income Tax, my Committee beg leave to submit that such surplus should in the first place be applied to the abolition of that tax.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

APPENDIX Q.

SUB-CIRCLE NOTES.

No. 1921—A. OF 1903.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 4th June 1903.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward a copy of a letter from the Government of India, No. 2686-A., dated 14th May 1903, regarding the proposed withdrawal of the privilege attaching to sub-circle notes under Section 17 of the Indian Paper Currency Act, XX of 1882, as amended by the Indian Paper Currency (Amendment) Act, VI of 1903, and to request that this Government may be favoured with the opinion of the Chamber on the subject.—I have, &c.,

J. MEAD, Under-Secy. to Government.

No. 2686-A.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Accounts and Finance—Paper Currency.

From R. A. MANT, ESQ., UNDER-SECRETARY to the GOVERNMENT of INDIA, to the SECRETARY to GOVERNMENT, Bombay.

SIMLA, the 14th May 1903.

SIR,—I am directed to address you regarding the provisions of Section 17 of the Indian Paper Currency Act, 1882 (XX of 1882), as amended by the Indian Paper Currency (Amendment) Act, 1903 (VI of 1903), under which a currency note for any amount exceeding five rupees is payable not only at the office of issue, but also at the Presidency town of the Presidency in which that office is situate. A clause withdrawing this special privilege attaching to sub-circle notes was embodied in the amending bill recently introduced into the Legislative Council of the Governor-General at Calcutta; but an amendment was subsequently accepted by the Government of India which had the effect of continuing the privilege for the present. The grounds put forward for the amendment, which was moved by the Honourable Sir Montagu Turner, were that the clause originally introduced in the Bill was a retrograde step, inasmuch as it would curtail the convertibility of notes exceeding Rs. 5 in value; and

the honourable mover contended that the interested public bodies should be given an opportunity of expressing their views on the subject. The Honourable Sir Edward Law in reply declined to accept the view that the step proposed was retrograde, but he accepted the amendment on behalf of the Government, leaving the question to be dealt with in a Bill, which it is hoped to introduce at the next Calcutta Session, for the general amendment of the Indian Paper Currency Act.

2. I am now to lay the matter before the Government of Bombay, and to request that His Excellency the Governor in Council will favour the Government of India with an expression of his opinion on the subject, after consulting such public bodies and representatives of mercantile opinion in Bombay as His Excellency in Council thinks fit.

I am in particular to ask that the views of the Bombay and Karachi Chambers of Commerce may be ascertained and submitted to the Government of India. A copy of this letter may, if His Excellency in Council has no objection, be communicated to the Chambers.

3. The present view of the Government of India is that the use of currency notes for remitting funds from one province of India to another should be discouraged, because it throws on the Government, and therefore on the general tax-payer, the cost of transporting rupees over long distances in order to provide for the encashment of the notes that have been taken out for remittance. A special feature of the export trade of India is the periodic demand for rupees up-country to finance a particular crop or industry. As soon as the temporary activity is over, the rupees become locally redundant and traders desire to remit them to the Presidency towns. Instead of transporting specie or buying bills of exchange, they take out large sums in currency notes from the sub-circle office of issue, and remit them, at a trifling cost for postage and registration, to the Presidency towns, and the Government has to bear the cost of sending rupees by rail to the head office of the Presidency in order to meet the notes on presentation. The present system has the further disadvantage that, as the notes are payable at two places, the Government has to maintain double reserves of cash, and the Government balances are thus to a certain extent locked up, instead of being made available, as they otherwise

would be, in the interest of the general public, for the free encashment of notes which are circulating as genuine currency, and not merely as a means of remittance.

4. The Government of India hold the view that the cost of providing rupees in any locality for the purpose of financing a particular trade, is a proper charge to the Trade, and ought not to be met from general revenues. They hold further that notes employed solely for remittance are diverted from their proper use as money and do not increase the general circulation of paper currency which the Government of India desire to encourage. It is therefore proposed to restrict the use of notes exceeding Rs. 5 in value to the localities in which they really circulate as money, *i.e.*, in the circles in which they are issued, and are legal tender.

5. The Government of India have no desire to hamper the circulation of money in the country, and they therefore propose, concurrently with the legislation indicated above, to introduce a system of treasury transfers between the sub-circle offices and the Presidency towns, whereby the Government would undertake the remittance of funds at the lowest possible charge. The charge would be fixed at rates estimated to be just sufficient to cover the cost of the business as a whole to Government, and the rates would be revised from time to time as might be found necessary. It is further proposed to extend this system, as far as may be found possible, beyond the present limits of the Presidency circles, and to provide for transfers between different circles and sub-circles.

6. Transfers are already issued between the three Presidency towns at a charge of $\frac{1}{16}$th per cent. and currency transfers are granted at Calcutta to various Currency Offices in the Central Provinces, the United Provinces, and the Punjab at rates varying from $\frac{1}{16}$th to $\frac{1}{8}$th for the Bank of Bengal, and from $\frac{1}{8}$th to $\frac{3}{16}$th for the Bengal public. The rates which the Government of India are at present inclined to adopt for other offices of issue are :—

Between	Calcutta	and	Allahabad	...	... $\frac{3}{32}$ per cent.
,,	,,	,,	Lahore	...	... $\frac{1}{8}$,, ,,
,,	Bombay	,,	,, ...	...	... $\frac{1}{8}$,, ,,
,,	,,	,,	Allahabad	...	... $\frac{3}{32}$,, ,,
,,	,,	,,	Karachi	...	... $\frac{1}{8}$,, ,,
,,	Karachi	,,	Lahore	...	... $\frac{3}{32}$,, ,,

7. It is not proposed to withdraw any of the privileges for the encashment of foreign circle notes at present allowed to *bonâ fide* travellers, or to the general public, and the recent extension of the convertibility of the five-rupee note will facilitate the movement of small sums between one circle and another. The Government of India hope that, by the above measures, traders will be enabled to make remittances at a moderate cost, and that the Government balances will be made more readily available for the general encashment of notes.—I have, &c.,

R. A. MANT, Under-Secy. to Govt. of India.

CHAMBER OF COMMERCE,
BOMBAY, 1st July 1903.

The SECRETARY to GOVERNMENT, FINANCIAL DEPARTMENT, Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 1921-A., dated the 4th June 1903, with which was forwarded the letter of the Government of India, No. 2686-A., dated 14th May last, on the subject of the proposed withdrawal of the privilege attaching to sub-circle notes under Section 17 of the Indian Paper Currency Act, XX of 1882, as amended by the Indian Paper Currency Amendment Act, VI of 1903. In conformity with the request made in these two letters, and under the instructions of my Committee, I have the honour to convey to you an expression of their opinion regarding the proposal.

2. It seems to my Committee indisputable that the primary functions of a paper currency do not include the employment of the notes for remittances of such dimensions as impose on Government the cost of transporting specie. It is evident and indeed notorious that sub-circle notes are largly used for such remittances; and my Committee think that Government would be within its right in refusing to bear in perpetuity any charges that may be so imposed on it.

3. In so far as large remittances are concerned, the proposals of Government in respect of Treasury Transfers and the rates to be charged would probably be found to compensate for the abolition of the sub-circle notes; and in this connection the Committee desire me to say only that the rates should not in any case be less than the real cost of moving coin.

4. My Committee find it more difficult to speak with confidence regarding the expediency of making a change which they recognise as being equitable in principle.

5. It appears to them that the existence of a sub-circle note presupposes its use for remittance purposes. It does not, of course, follow that the facilities afforded by its creation were such as it was the duty of Government to provide; but it seems fairly evident that such notes came into existence to serve the very purpose for which it is proposed now to disqualify them.

6. The Committee are not prepared to say that withdrawal of the privileges in question may not injuriously affect the popularity of the Indian currency notes in general. The sub-circle notes on this side of India are very largely used for remittance purposes by small native traders, and it can scarcely be doubted that everything that tends to familiarise the people with notes promotes their ultimate acceptance as a current medium of exchange.

7. It further appears to my Committee to be by no means certain that the withdrawal of the sub-circle privileges would affect the purpose had in view. Allusion is made at the end of the letter of the Government of India to the recent extension of the convertibility of the five-rupee note. My Committee believe that such extension was granted on the assumption that five-rupee notes would not be largely used by merchants for remittance purposes, and that therefore the concession would not subject local treasuries to the risk of an excessive and sudden call. Certainly it was on this express assumption that this Chamber, by their letter, dated 30th November 1900, originally had the honour to suggest that notes of low denomination might be given general currency. But while the proposed facilities in respect of Treasury Transfers will doubtless be used by the great European houses, it seems less certain that the withdrawal of the sub-circle privileges may not, so far as native dealers are concerned, entirely upset the assumption in question, induce them to use the five-rupee note for remittance purposes, and so expose a local treasury to a risk possibly greater than that attending the existence of the sub-circle note.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

APPENDIX R.

ASSOCIATED EXCHANGE BANKS' RULES.

BOMBAY, 1st May 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We wish to bring to the notice of your Committee a question which has arisen between a Bank and ourselves, with reference to the delivery of bills against a forward bill contract.

We should be obliged if your Committee would give a ruling upon the subject, as we consider that the matter is of some importance, and that there is little probability of our being able to come to an equitable understanding with the Associated Banks on the point.

By a contract passed on 15th April 1903, we sold to the Bank £20,000 clean bills for delivery "April." A portion of this amount was delivered by us on April 24th, and the remainder on April 30th. We thus clearly performed our part of the contract. The Bank, however, claims to deduct from the amount payable to us one day's interest at Bank of Bombay rate, putting forward the plea that we are only entitled to deliver bills one day previous to mail day, and that consequently a seller of bills for "April" delivery would only have the facility of delivering on the 3rd, 10th, 17th and 24th of the month without penalty.

We maintain that this is not the case, and consider that if there are days intervening between the last mail day in the month and the end of the month, delivery should be given and taken without penalty on those days.

The days in question belong to the month in question, and consequently our delivery on one of them is in accordance with contract.

Rule 2, Clause 2 of the Associated Banks Rules, is presumably meant to cover such cases as that of a seller pressed for cash, and wishing to realise before the money is really due to him.

An application of this rule to the case under notice is tantamount to a declaration by the Bank that there are only 24 days in the month of April 1903. It may be added that had we delivered on Friday, May 1st, the Bank would have claimed $\frac{1}{32}$ higher rate for the extension of the contract beyond the month of April. Furthermore we should have been guilty of a breach of the contract which was for April delivery.—Yours, &c.,

per pro. RALLI BROTHERS,
AUG. AVLASTO.

CHAMBER OF COMMERCE,
BOMBAY, 7th May 1903.

The BOMBAY EXCHANGE BANKS' ASSOCIATION, Bombay.

DEAR SIRS,—I am directed by the Committee of the Bombay Chamber of Commerce to say that some doubt exists among merchants in Bombay as to the way in which the Exchange Banks propose to deal with—

(*a*) Clean Bills,
(*b*) Documentary Bills,

tendered between the last mail day and the last calendar day of a certain month, both as regards bills sold for delivery in that month and as regards bills sold for delivery in the following month.

My Committee would be glad to be informed by you what is the rule in the matter so far as the Banks are concerned.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA,
BOMBAY, 7th May 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In reply to your letter of this date, we send you herewith a copy of the Exchange Banks' Resolutions at present in force. Rule No. 10 deals with one of the points you mention, and a proposal has been made to put clean Bills on the same footing as documentary as regards extension for a day or two without penalty. Should the rule be altered, a revised copy of it will be sent to you. There is no rule to provide for Bills sold for delivery in one calendar month being delivered during the previous month.—Yours, &c.,

JOHN STIVEN, Agent.

SUMMARY OF RESOLUTIONS AGREED TO AT VARIOUS TIMES BY THE MANAGERS OF THE ASSOCIATED EXCHANGE BANKS IN BOMBAY AND IN FORCE ON 8TH JANUARY 1903.

1. *Buying Bills.*—When buying, the Banks shall quote only the rates for—

Sterling credits and/or D/A.

D/A French Francs.

For other bills the following differences at least will always be charged:—

If D/P and/or D/F $\frac{1}{32}d.$ or $\frac{1}{4}c.$		Over the rates to be quoted for the above.
„ Continental payable London	D/A. $\frac{1}{32}d.$	
„ „ „ „	D/P. $\frac{1}{16}d.$	
„ „ francs outside France payable France	D/A. $\frac{1}{4}c.$	
	D/P. $\frac{1}{4}c.$	

2. *Paying for Bills.*—

Ready Bills.—Cash on delivery, subject to any special arrangements.

Forward Bills.—Cash one business day previous to mail day. If paid or passed to credit of current account previously, interest to be deducted at current Bank of Bombay rate.

All Bills bought for later delivery than the current mail are considered to be forward bills, and it is expressly understood that no contract for forward bills be made with the *clause* or the verbal promise "Cash on Delivery."

N.B.—The above rule applies also to bills on China, Japan and elsewhere.

Coast Bills as regards payment are to be treated exactly the same as bills bought in Bombay.

3. *Selling Bullion and Specie.*—The Banks to stipulate in their contracts for sale of silver, gold and sovereigns to arrive that payment be made within 10 days of arrival of the steamer. From the 10th day interest to be charged according to arrangement, but not under 2 per cent. As regards contracts "for the settlement" they *may* be made with interest to accrue only from settling day. The Banks to sell silver only on the terms of "Duty free to seller."

4. *Buying Bullion.*—Gold and sovereigns purchased for forward delivery are to be paid for one or two days prior to the day of departure of the mail; if tendered earlier, interest at Bank rate to

be charged. Any gold or sovereigns tendered on mail day to be treated as for the following mail and interest charged accordingly—

When buying mint gold, the Banks are to refuse to give the option of delivery of Bank bills in the contract.

5. *Forward Contracts with Native Brokers.*—The Banks to advise the Agent of the Chartered Bank for the time being of the name of any broker who has not duly taken up a contract. The Chartered Bank to keep a register of the names and to advise them to all the Banks with such particulars as have been communicated.

N.B.—No contract to be made with Native Brokers who are not members of the Native Brokers' Hall Association. Defaulters to be posted through the Chartered Bank.

6. *Rebate on Inland Bills* to be allowed at the rate of 2 per cent. under the Bank of Bombay rate, but never more than 4 per cent. or less than 1 per cent. per annum, no rebate being allowed unless same amounts to 8 annas on each bill.

7. *Interest on Past Due Rupee Bills* is invariably to be charged at 2 per cent. over the Bank of Bombay minimum rate, but never less than 9 per cent.

8. *B. Cs. and Sterling Loans* are not to be collected at a higher rate than the one circulated, as often as may be necessary, by the Chartered Bank. The Chartered Bank to take especial care to promptly circulate taking the current rate of the day.

9. *Margins on Contracts.*—No margins on contracts are allowed; any excess of a contract will be passed at the current rate of the day. Any shortage will be cancelled; if a purchase, at current selling rate; if a sale, at current buying rate. It is, however, left to the discretion of Bank Managers to allow a small margin, but same is never to exceed 2 per cent. on the contract, or £100 in all.

10. *Altering delivery of Contracts.*—The minimum fine is $\frac{1}{32}d.$ or $\frac{1}{2}c.$ This rule also applies in cases where a firm may wish to transfer *both* a sale and a purchase for similar amounts to another delivery. With regard to bills with documents attached, should the last day of delivery under a contract fall on any day except a mail day, the Bank may extend the contract up to the ensuing mail without making any extra charge for exchange. This does not apply to

clean bills, the rule being only intended to apply to cases when Bills of Lading cannot be obtained in time for fulfilment of a contract although goods have been actually shipped.

11. *Options.*—When more than one rate is mentioned in a contract, the contract must distinctly state the amount and delivery against each rate. This rule also applies to contracts for Bank paper. For Bombay bills 1 month's option of delivery is given, while for Coast bills 3 months' option may be given. In other respects Coast bills are to be treated in every way exactly as bills bought locally.

12. *Short Deposits for* 1 *and/or* 2 *months* not to be taken in smaller amounts than Rs. 10,000, and no receipts will consequently be issued for less than Rs. 10,000, either under a Broker's contract or to the public direct. Smaller amounts may be taken at not higher than 2 per cent. per annum.

The brokerage on short deposits (one and two months) shall be at the rate of $\frac{1}{32}$th per cent. per month.

13. *Sixty Days' Sight Drafts* will not be issued for smaller amounts than Rs. 10,000. The brokerage on 60 d/st drafts on Calcutta to be $\frac{1}{32}$nd per cent.

14. *Telegraphic Transfers.*—The minimum charge for cost of telegram to be three words.

15. *Bills on South Africa.*—3 m/st bills, whether D/A or D/P, to be taken at a minimum difference of $\frac{3}{8}$ths over the buying rate for 3 m/st credits and/or D/A on London. Bills at longer or shorter usances to be taken at a difference of $\frac{1}{16}d.$ per month, higher or lower.

16. *Business in 64ths of a Penny.*—All business offered, either in buying or selling, at rates tantamount to working in 64ths of a penny, that is to say, so much at one rate and so much at $\frac{1}{32}d.$ higher or lower, as the case may be, for what could be and in the obvious intention of the merchant would probably be the same mail or delivery, to be refused.

17. *Brokerage on Sterling Sales, &c.*—The brokerage, on sterling and other exchange sales on which $\frac{1}{8}$ per cent. has hitherto been paid, to be reduced to $\frac{1}{16}$ per cent. with effect from 1st January 1903, in terms of the Resolution passed in London.

18. *Sterling Business with Native Brokers* to be confined to delivery during the current week's mail and the mail immediately succeeding in the case of Bank bills, and to delivery within a fortnight in the case of TT. The rule to apply also to Re-sales.

19. *Business between the Associated Banks* may be made direct, irrespective of any agreement. If through Brokers, all agreements must be rigidly observed.

20. *On Sundays and Holidays.*—No business to be transacted either in exchange, Government paper, or bullion. On Wednesdays and Saturdays no exchange business to be transacted after 2 p.m.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA,

BOMBAY, 8th May 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With reference to our letter of 7th instant, we now beg to advise that the Associated Exchange Banks have decided to alter Rule No. 10 which now reads as follows:—

"*Altering delivery of Contracts*:—The minimum fine is $\frac{1}{32}$ *d.* or $\frac{1}{4}c.$ The rule also applies to cases where a firm may wish to transfer *both* a sale and a purchase for similar amounts to another delivery. Should the last day of delivery under a contract fall on any day except a mail day, the Bank may extend the contract up to the ensuing mail without making any extra charge for Exchange."—I am, &c.,

JOHN STIVEN, Agent.

CHAMBER OF COMMERCE,

BOMBAY, 13th May 1903.

J. STIVEN, ESQ., Agent, Chartered Bank of India, Australia and China, Bombay.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge receipt of your letters, dated the 7th and 8th instant, forwarding copy of the Associated Exchange Bank's Resolutions at present in force, and also amendment of Rule No. 10, and to thank you for the information contained in them.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX S.

REGISTRATION OF PARTNERSHIPS.

No. 1177 of 1902.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDINGS,
CALCUTTA, 20th August 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—At the last Annual Meeting of the Bengal Chamber of Commerce the long debated question of the Registration of Partnerships was again brought forward by Mr. H. M. Ross. who, in a forcible speech, urged the Committee to take up the matter with the view of inducing the Government of India to consider once more the practicability of introducing that legislation on the matter so long desired but hitherto surrounded with difficulties, which have been regarded as more or less insurmountable.

The matter has since been under the consideration of a Special Sub-Committee, assisted by expert legal advice, who, after a prolonged and careful discussion, have drafted a Bill for the Registration of Partnerships, which it is proposed to submit to the Government of India at an early date, provided it meets with the approval of the leading Chambers of Commerce in India. The Committee have good grounds for believing that this renewed effort to secure this much-needed legislation will receive the sympathetic consideration of the present legal member of His Excellency the Viceroy's Council.

This matter has occupied the attention of the various Indian Chambers of Commerce at different times during the last 35 years, without the attainment, so far, of any practical result. It is admitted on all hands that if the Government of India could succeed in passing a satisfactory measure, it would be of the greatest benefit to the commercial community of the country, both European and native.

The Bill, of which I am instructed to hand you herewith copy for the information of your Committee (six spare copies being sent under separate cover), is of an extremely simple character. The Committee will be glad to receive the opinion of your Committee upon its provisions, and also would be glad to know whether they would support its introduction. The Committee intend to suggest to the Government of India that the fees leviable under Section 25 should be made as low as possible, in order that the public may more readily conform to the provisions of the Bill.

The Committee would also be glad of the opinion of your Committee on the following further points:—

(1) The publication under Section 21 of a Register to be available to the public on payment of a small sum to be fixed upon.

(2) The scale of fees for original registration and for every notification of alteration in the constitution of a firm or partnership under Section 14 of the Bill.—Yours, &c.,

W. PARSONS, Secretary.

See over.

TEXT OF DRAFT ACTS FOR THE REGISTRATION OF PARTNERSHIPS.

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880.

Preamble. *Same, but omitting Karachi and Rangoon.*

1. *Ends with title.*

2. It extends to the Presidency towns of Calcutta, Madras and Bombay.

3. It shall come into force, &c.

4. *Same as Bengal Chamber's Section 2.*

5. *Same as Bengal Chamber's Section 3, except that after the word* "designation" *come the words* "or in more than one name or under any designation implying more than one partner."

BENGAL CHAMBER OF COMMERCE, AUGUST 1902.

Preamble. Whereas it is expedient to provide for the registration of Firms and Partnerships, from time to time, carrying on any trading business in any of the Towns of Calcutta, Madras, Bombay, Karachi and Rangoon; It is hereby enacted as follows—

Short title. Commencement. 1. This Act may be called "The Indian Partnership Registration Act, 190 ;" and it shall come into force on the day of 190 .

Partnerships exempted from the operation of the Act. 2. This Act shall not apply to any Company, Corporation, Association, or Partnership, formed in pursuance of any Act of Parliament, or of any other Act of the Governor-General of India in Council, or by virtue of any Royal Charter, or Letters Patent, *nor to any Partnership having for its object a single venture.*

Interpretation clause. 3. In this Act, unless there be something repugnant in the subject or context,—

REMARKS AND SUGGESTIONS BY C. B. LYNCH, Esq., SOLICITOR, BOMBAY.

(The suggested alterations or additions appear in the right-hand column, and are in italics.)

It will be seen that the preamble limits the scope of the Act to the towns of **Calcutta, Madras, Bombay, Karachi** and **Rangoon.**

Preamble.

It may perhaps be as well for the Sub-Committee to consider whether other towns should be added; for instance, **Delhi, Cawnpore, Amritsar.**

REMARKS ON SECTIONS.	SUGGESTIONS.
Section 3.—See definition of **"firm or partnership."** As the definition stands in the Bill, the cases of a single person carrying on business **in his own name alone,** or **with the words "& Co."** or in the name of **two or more people** (as sometimes happens), without joining his own name, do not appear to be included. The additions are intended to remedy this. See definition of **"partner"** (Sec. 3). The **"sole member"** of a firm cannot be accurately described as a **"partner,"** since a man cannot be a **"partner"** with himself, and it is also submitted that the terms	**Section 2.—After the words "Letters Patent" delete "nor any partnership having for its object a single venture."** That the definition be, in terms, as follows:— "'Firm or partnership' means "two or more persons associated "for the purpose of carrying "on a trading business "*together* under any name or "names, or designation, and includes a single person carrying "on a trading business *under his "own name alone, or with the addition '& Co.'*, or under a name "*or names* other than his own or "under any other designation, "*and the terms* 'partner,' '*member*' "*or 'sharer' mean and include all "persons so associated and every "person carrying on business as "aforesaid."* *Adopted.*

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880—*contd.*	BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*contd.*
"Agent" means any constituted attorney, moonim, person signing per procuration or duly authorised representative of a trading firm or partnership.	
Nothing about Agent in Bengal Chamber's Bill.	
"Partner." *New.*	
Same text, but after the word "fixed" were the words "by the happening of a certain specific event or thing."	
"Minor." *New.*	
"Partnership" means a trading firm or partnership.	
"Registering Officer." *Same text.*	
	"Firm or Partnership" means two or more persons associated for the purpose of carrying on a trading business under any name or names, or designation, and also includes a single person carrying on a trading business under a name other than his own, or under any other designation.
	"Partner" means a member of, or as the case may be, the sole member of, a Firm or Partnership.
	"Single Venture" means a single enterprise, or a single transaction, of which the determination can be definitely fixed.
	"Minor" means a person who according to the personal law to which he is subject has not attained majority.
	"Registering Officer" means the Registrars for the time being appointed under the provisions of the "Indian Registration Act 1877," at the Towns of Calcutta, Madras, Bombay, Karachi and Rangoon, respectively, and such officers (if any) as may be appointed under the provisions of this Act for the purposes thereof.

REMARKS ON SECTIONS—*contd.*	SUGGESTIONS—*contd.*
Section 3—*contd.* "**member**" and "**sharer**" ought to be defined, as well as the term "**partner**"; also that, for convenience sake, the definition of "**partner**" "**member,**" or "**sharer**" is better tacked on to the definition of a "**partnership firm**" than made into a separate clause.	
See definition of "**single venture.**" This term would include a vast number of single trading enterprises, of which it might be **possible** to fix the determination definitely, say at the end of 5 years, or 10 years, or 3 years. Why should a firm formed for the purpose of carrying on ventures of that kind be exempt from registration? It is suggested that the definition be altered in some such manner as sketched in the opposite column.	Single venture means a single *trading* enterprise or transaction, *by one person or by two or more persons, temporarily associated together for such one purpose only, with prospect of the same being completed within a short period, in no case exceeding the period of six months.* *Adopted.*
Agent.—It will be seen that the definition of "**Agent**" is contained in **Section 10** of the proposed Act. It might perhaps have been more convenient to have the definition included in this **Section 3.**	

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880—*contd.*

"Register." *Same text.*

Same, except that after the word "alterations" came the words "required to be registered by Section 7 of this Act."

"Duly registered."

PART II.

6. All trading firms or partnerships carried on or having a place or places of business in any of the Presidency Towns of Calcutta, Madras or Bombay shall be registered at the Presidency Town or Presidency Towns whereat they respectively carry on or have a place or places of business.

New.

BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*contd.*

"Register" means the book or books kept by the Registering Officer for the purposes of this Act;

"Register."

"Duly registered" includes the registration, from time to time, of all changes and alterations in a Firm or Partnership required to be registered by this Act.

"Duly registered."

4. Every Firm or Partnership carrying on or having a place of business in any of the Towns of Calcutta, Madras, Bombay, Karachi and Rangoon, and whether in existence at the commencement of this Act or coming into existence at any time thereafter, shall be registered in each of such Towns where such Firm or Partnership shall carry on or have a place of business.

"Partnerships to be registered"

5. In the case of a Firm or Partnership carrying on or having a place of business in more than one of the Towns aforesaid, the particulars hereinafter required to be registered shall be first registered in whichever of such Towns the said Firm or Partnership shall elect, and thereupon a copy of every entry relating to such Firm or

"Place of registration."

REMARKS ON SECTIONS—*contd.*	SUGGESTIONS—*contd.*
Section 3—*contd.* However, as it has been considered otherwise by the revisors of the Bill in Calcutta, it will, we think, be better to let Section 10 stand.	
Section 4.—Partnerships to be registered. Referring to note on preamble why should "**Delhi,**" "**Cawnpore,**" "**Amritsar,**" **&c.,** not be included ?	That after the word "any" in the 3rd line of this section, the words "*one or more*" be inserted. *Adopted.*
Section 5.—Place of Registration.—The context of this section indicates the intention to be, that when a firm carries on business in more towns than one, the firm may select the particular town where **first** to register, and the Registrar at that particular town is then to send copy of such registration to every other town where the firm has a place of business, **but is not already registered.** The words "**where the said firm or partnership shall for the time being be registered,**" occurring in lines **12** and **13** of the section, should therefore be amended.	That instead of the words "where the said firm or partnership shall for the time being be registered," occurring in the 12th and 13th lines of this section, there be substituted the words "*where the said firm or partnership is also carrying on business and is required to be registered under this Act.*" *Adopted.*

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880—*contd.*

(*a*) The name and ordinary place of residence of each Partner or Sharer, and the age if a minor.

(*b*) The name, age, and ordinary place of residence of every Agent, Moonim, and person for the time conducting, or assisting in the conduct of, or signing the name of, the partnership in Calcutta, Madras or Bombay.

BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*contd.*

Partnership, from time to time, made in the Register in such Towns shall be forthwith transmitted by the Registering Officer recording the same to the Registering Officer in every other of the said Towns where the said Firm or Partnership shall for the time being be registered, and shall thereupon be entered in his Register by the Registering Officer to whom the same shall be sent.

Particulars to be registered.

6. The following particulars shall be registered:—

(*a*) The name and ordinary place of residence of each partner of a Firm or Partnership, and his age if a minor, and in the case of an undivided Hindoo Family, of each member of that Family.*

(*b*) The date of the commencement of the Firm or Partnership business.†

* For undivided family, *see* Section 13 of Bombay Bill.

† *New.*

REMARKS ON SECTIONS—*contd.*

Section 6.—Hindus would ordinarily describe those members of the family who are minors as "**Sharers**," and not as partners.

Is it not unnecessary to record the age of any **female** members of the family?

Would it not be desirable to have registered the names of Agents who carry on the firm's business in any town? If so, it

SUGGESTIONS—*contd.*

In the second line of clause (a) of Section 6, and after the word "partner," the words "*member or sharer*" and in the last line of the same clause (a) insert the word "*male*" between the words "each" and "member."

Adopted.

In the last line but one of clause (c) of Section 6, delete the word "or" and substitute the word "*and*" and after the concluding word "business" add the words "*wheresoever situate.*"

Adopted.

In line 1 of clause (d) omit "The nature of the business or businesses of the Firm or Partnership."

In line 3 of clause (d) of Section 6, add after the word "towns," the words "*and places.*"

Adopted.

In line 4 omit "or intends to carry on the same."

In line 1 of clause (e) after the word "alteration" add the words "*or addition*"; in line 2 after the word "constitution" add the word "*membership.*"

Adopted.

In clause (f), after the word "dissolution" add the words "*or cessation.*"

Adopted.

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880—*contd.*	BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*contd.*
(*c*) A statement of the nature and extent of the authority of such Agent, Moonim or person.	(*c*) The name or style, or (if more than one) the several names or styles of the Firm or Partnership or their place or places of business.
(*d*) The place or places (wheresoever situate) of business of the partnership.	(*d*) The *nature of the business or businesses of the Firm or Partnership, and the* several Towns in which the Firm or Partnership carries on *or intends to carry on the same*, or has a place of business.*
(*e*) The name or style or (if carried on in more than one name or style) the several names or styles of the Partnership.	(*e*) Every alteration, from time to time, occurring in the constitution of a Firm or Partnership.†
(*f*) The introduction, from time to time, of any new partner or partners, sharer or sharers.	(*f*) The dissolution of a Firm or Partnership.
(*g*) The retirement or death, from time to time, of any partner or partners, sharer or sharers.	(*g*) *Such other particulars as the parties may require to be entered in the Register.*‡
(*h*) Every change, from time to time, of any Agent of the Partnership.	
(*i*) Every change or alteration in the place or places of business of the partnership, or in the	

* *New.*
† *See* Section 15 of Bombay Bill.
‡ *New.*

REMARKS ON SECTIONS—*contd.*

Section 6—*contd.*

is suggested that clause (g) should so provide.

It is true that, generally speaking, an Agent cannot be made **personally** responsible, but it seems desirable that the names of Agents should be recorded, in order that the owners or members of the firm or partnership may be stopped from wrongfully setting up that such Agent had acted without or beyond authority.

The clause at present marked (g) in the Act will then become clause (h), and the introduction of the word "**material**" is suggested in order to protect the Registrar from any obligation to record useless particulars.

Section 7.—It is suggested that the words "**except in the event of his death,**" occurring in the **4th line** of **Section 7,** be deleted, for the reason that they appear to conflict with some of the provisions of the Indian Contract Act.

Under Sections **261** and **264** of the Contract Act, cases can arise under which the estate of a deceased partner **might** be liable in respect of obligations incurred by the firm after his death, as well as before his death.

SUGGESTIONS—*contd.*

"(g). *The names or name of* "*all and every Agent or Agents* "*who may be authorised, in the* "*manner by Section 10 of this Act* "*provided, to carry on the busi-*" *ness of a firm or partnership* "*at any town, towns, place or* "*places* **mentioned in the** "**preamble of this Act.**"

Adopted.

In the clause which will become clause (h) (if the above suggestion be adopted), to add in the first line, before the word "particulars," the word "*material*".

Omit entirely the said clause (g) which would otherwise become (h).

Strike out from line **4** of Section 7 the words [except in the event of his death].

Adopted.

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880—*contd.*

ordinary place or places of residences of the members thereof or sharers therein.

(*j*) The dissolution of any Partnership registered under this Act.

BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*contd.*

7. When the name of any person has been duly registered as a partner in any Firm or Partnership he shall, except in the event of his death, remain responsible as such until his name shall have been removed from the Register, or in the event of any dispute between him and his co-partners until notice of disclaimer by him shall have been entered in the Register.

Effect of registration.

See Sections 11 and 12 of Bombay Bill.

8. Whenever a Firm or Partnership shall be desirous of being registered under this Act, a written Instrument containing the particulars required under Section 6 of this Act, and (except in the case of an undivided Hindu Family) signed by every adult partner, or his duly authorised agent, and by every minor partner (if any), or his legal or natural Guardian on his behalf, shall be presented to the proper

Registration of Partnership.

REMARKS ON SECTIONS—*contd.*	SUGGESTIONS—*contd.*
Section 7—*contd.* The words **"except in the event of his death,"** as used in Section 7 of the proposed Act would seem to exclude the possibility of any such advantage accruing to creditors, and this is not desirable.	
Section 8.—Compare Section 4 which provides that firms or partnerships (within the scope of the Act) **shall** be registered. The word **"desirous"** in line 2 of **Section 8** seems open to exception, and as if implying that registration under the Act is to be **optional.** It is therefore suggested that the section be amended in this respect.	Strike out the words "shall be desirous of being" in the 1st and 2nd lines of Section 8, and substitute the words *"has to be,"* so that the opening lines of the section will read "Whenever a firm or partnership *has to be* registered under this Act." *Adopted.*
There is no definition of the word "**instrument**" in the General Clauses Act (of 1897), and Wharton's Lexicon and Dictionary definitions seem to imply a certain **formal** meaning to the word.	It is suggested that after the word "instrument" in the fourth line of the section the words "*or statement*" be added: and the same words after the word "instrument" in the last line but one of the section. *Adopted.*
Section 9.	After the word "instrument" occurring in lines 1 and 8 of Section 9, add the words "*or statement.*" *Adopted.*
Section 10.—Many Native firms carry on business in Bombay by Agents termed "**Moo-**	If it be considered that Moonims and Munib Gomashtas should be included in Section 10,

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880—*contd.*

BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*contd.*

Registering Officer by one of the signatories, or, as the case may be, the sole signatory, of such Instrument or by the duly authorised agent of such signatory.

Bombay Bill requires personal attendance at Registry (*see* Section 11).

9. No such Instrument shall be registered until the execution thereof has been admitted before the Registering Officer by all the signatories, or as the case may be, the sole signatory thereof, or their or his duly authorised agent or agents, and the Registering Officer shall have satisfied himself as to the due execution of the Instrument, and as to their or his identity in the case of the signatories or signatory appearing in person, and in the case of appearance by an agent as to the validity of his authority.

Requirements previous to registration.

See Section 6(b) of Bombay Bill.

10. An authorised agent for the purposes of this Act shall be a person duly authorised in that behalf by a Power-of-Attorney executed in the presence of, and attested by, any Registrar or Sub-Registrar appointed under this Act or under the "Indian Registration Act, 1877," or by any Court, Judge,

Authorised agents.

REMARKS ON SECTIONS—*contd.*

Section 10—*contd.*

nims," who, although they hold no Power-of-Attorney from their principals, are generally recognised as having authority to carry on the business and even to file suits in the Court.

It is believed that, in Calcutta, persons called **"Munib Gomashtas"** occupy a like position, and such persons frequently carry on businesses or branches, for years and years, without the principals ever appearing on the scene at all (*vide* **Kasturchand *vs.* Dhunpat Singh, Priv. Co., I. L. R., 23 Cal., 26.**)

It was held in that case (*obiter dicta*) that the authority of a **"gomashta"** may be of so large a nature as by his own acts to render his principals liable to an adjudication in insolvency.

Section 11.—It is submitted that the Registrar ought to have power to accomplish, at the place of business or residence of members of the firm or partnership, the several matters for which he has authority given to

SUGGESTIONS—*contd.*

the following or some such words might perbaps be added to para. 1 of Section 10 :—

"Or shall in cases of Hindu "firms or partnerships be a "'Munim' or a 'Munib Gomashta' "recognised as a duly authorised "Agent and representative of the "said firms or partnerships with "full powers to carry on the busi- "ness and to sign and use the "names of such firms or partner- "ships and to bind the members "thereof,"

and that there be added to the 2nd para. or end of the section some such words as—

"And the Registrar may require "all such reasonable proof of the "sufficiency of the authority of "any 'Moonim' or 'Munib Go- "mahsta' as the Registrar may "deem requisite."

Provision for the registration of Munims is not considered by the Committee to be desirable.

It is suggested that the following addition might be made to Section 11 :—

"And so far as may be deemed "expedient by the Registrar, he "may at such place of business, "or residence, exercise the powers

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880—*contd.*

See Section 27 of Bombay Bill

"..... private residence, and there exercise the powers of registration given to him by this Act."

See Sections 13 and 14 of Bombay Bill.

BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*contd.*

Magistrate, or Notary Public, or representative of His Majesty or of the Government of India.

Any Power-of-Attorney mentioned in this section shall be proved by the production thereof without further proof, when it purports on the face of it to have been executed before and authenticated by the person or Court hereinbefore mentioned in that behalf.

Power to attend at place of business or residence.

11. The Registering Officer may, on special cause being shown, attend at the place of business or residence of any person in order to satisfy himself as to any matter necessary for the registration of any Firm of Partnership, or of any other particulars required to be registered by this Act.

Of an undivided Hindu Family.

12. In the case of a Firm or Partnership wherein an undivided Hindu Family may be a partner or partners, the Instrument required by Section 8 of this Act shall contain the names and required particulars of each member of that Family and may be signed by any member or members of such Family, and the Registering Officer shall

REMARKS ON SECTIONS—*contd.*	SUGGESTIONS—*contd.*
Section 11—*contd.*	
him by the Act ; for instance, to accept presentation of the instrument or statement applying for registration, &c. It is therefore proposed to make this addition to Section 11.	"*of, and incidental to, registration* "*conferred upon him by this Act.*" *Adopted.*
It would meet the cases of persons being too infirm to attend at the Registrar's office.	
Section 12.	In the 4th **and 10th** lines of this section insert after the word "instrument" the words "*or statement.*" *Adopted.*
Would not the terms of the 1st para. of this section enable a "member of an undivided Hindu Family" to remain a sharer in a firm or partnership, but to escape responsibility by having his name kept off the register?	It is suggested that after the words "Registering Officer" in the last line but one of the 1st para. of this section the following words be added :— "*if satisfied by trustworthy and* "*sufficient evidence, that the person* "*so objecting is not, in fact, a* "*partner or sharer in the said firm* "*or partnership may at his discre-* "*tion remove the name of the person* "*objecting from the register.*" *Adopted.*
The direct **personal** benefit to accrue to a person whose name is on the register, is so infinitesimal, that it may be surmised a desire to keep off the register might be common enough, and there is no assurance that such desire might not be connived at by other sharers in the firm or partnership.	The words ["shall forthwith remove his name therefrom"] occurring at the end of the 1st para. of the section to be deleted. *Adopted.*
Having regard to the safeguard provided by the next section to members of an undivided Hindoo Family whose names may appear on the regis-	It is further suggested that in the 5th line of the 2nd para. of Section 12 the words "*or when*

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880—*contd.*

BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*contd.*

thereupon cause a notice to be served on each person named in such Instrument as a member of such Family, informing him of the fact of such registration, and if any such person shall, within one month from the date of service of such notice upon him, object by a notice in writing, addressed to the Registering Officer and delivered at his Office, to his name being entered in the Register, the Registering Officer shall forthwith remove his name therefrom.

See Section 14 of Bombay Bill.

Service of Notice.

Service of a notice under this section shall be made by delivering or tendering a copy thereof signed by the Registering Officer to the person therein named, or when he cannot be found to any adult male member of his Family residing with him; and if no such adult male member can be found by affixing such copy on the outer door of the house where the person therein named ordinarily resides, or if he resides outside any of the Towns aforesaid, then on the outer door of the place of business in that Town of the Firm or Partnership in which such Family is a partner.

In Bombay Bill, Section 28, an Agent may register names of absent partners.

REMARKS ON SECTIONS—*contd.*	SUGGESTIONS—*contd.*
Section 12—*contd.* ter, the loophole afforded by Section 12 ought to be restricted. For this purpose the suggestion for amendment of para. 1 of the section is made.	*he is a minor*" be inserted between the word "found" and the word "to." *Adopted.*
Section 13.	Suggested that the word "only" in the 6th line of the 13th Section be struck out. *Adopted.*
Section 14.—The terms of this section do not seem to be sufficiently comprehensive.	Suggested that on the 4th line of this section there be inserted between the word "alteration" and the word "required" the words "*in any of the matters and particulars.*" *Adopted.*
	That on line 5 of the same section the words— "*or which may have been registered*" be also inserted between the word "registered" and the word "under"; and that the words ["Section 6 of"] in that same line 5 be struck out. *Adopted.*
Section 6 (*g*).—Some particulars may be registered at the instance of parties which may not be included in the word **"required."**	
Section 6 is not the **only** section under which matters have to be registered.	After the word "instrument" in line 7 of the same section insert the words "*or statement in writing.*" *Adopted.*
	After the word "by" in line 15 delete "or on behalf of" and insert "his surviving partner or partners or by."

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880—*contd.*

BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*contd.*

13. Notwithstanding anything hereinbefore contained, the Registration by a member or members of an undivided Hindu Family of the names of any members of that Family as partners in a Firm or Partnership shall only be *primâ facie* evidence that the persons so registered are such Partners.

Effect of registration of members of an undivided Hindu Family.

14. Every alteration in the constitution of a Firm or Partnership by the introduction, retirement, or death of a partner, and any other alteration required to be registered under Section 6 of this Act, and the dissolution of a Firm or Partnership, shall be registered upon an Instrument recording the same, in the same way, *mutatis mutandis*, as is hereinbefore required for the registration of a Firm or Partnership, being duly presented and registered.

Registration of alterations in Firm, &c.

Provided always that in the event of the death of a partner the fact of his death may be registered on a notice in writing thereof signed by, *or on behalf of* his legal representative, being delivered to the proper Registering Officer or left at his office.

REMARKS ON SECTIONS—*contd.*	SUGGESTIONS—*contd.*
Section 15.	In line 2 of Section 15 insert between the word "instrument" and the word "or" the word "*statement.*" *Adopted.* Add the word "*statement*" between the same words occurring in line 6 of the section. *Adopted.* Add the word "*statement*" between the same words in line 9 of the section. And add the word "*statement*" between the same words in line 11 of the section. *Adopted.*
Section 16.—This section is based on Section 77 of the Indian Registration Act of 1877. The section is hardly a masterpiece of clearness (see lines 9 and 10), and perhaps the suggested amendment does not very much improve it.	In line 2 of Section 16, next after the word "instrument," add the words "*or statement.*" *Adopted.* In line 9, between the word "registration" and the word "in," interpolate the words "*of the instrument or statement.*" *Adopted.* In the same line strike out the words "if it" and substitute for such words the words "*provided that the same.*" *Adopted.* In line 11 of the section strike out "such" where it occurs for the second time, and after the word "registration," in the same line, add the words "*if so ordered.*" *Adopted.*

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880—*contd.*

See Section 24 of Bombay Bill.

Any person may obtain a certificate relating to any partnership.

BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*contd.*

Completion of registration.

15. When the Registering Officer is satisfied that any Instrument or Notice under Section 7, 8, 12, or 14 of this Act is in order, and the requirements of this Act in reference thereto have been complied with, he shall file such Instrument or Notice, and shall thereupon enter in the book or books, to be kept by him for that purpose, the necessary particulars recorded in such Instrument or Notice, and shall issue to the parties a certificate under his signature and seal of office of the registration of such Instrument or Notice, and such certificate shall be conclusive evidence of the facts therein stated."

Power to sue on refusal of registration.

16. If the Registering Officer refuses to register any Instrument presented under Section 8 or Section 14 of this Act, any person claiming registration thereof, or his agent, may, within 30 days after the refusal of registration, institute in the High Court, within the local limits of whose original civil jurisdiction is situate the Office in which registration is sought, a suit for a decree directing registration in

REMARKS ON SECTIONS—*contd.*

Section 17.—The Act as originally framed in Bombay, provided for registration within a given time (see **Section 17**).

It would seem, at first sight, that an Act making registration **compulsory** could be of little effect, unless some period be fixed, within which a firm or partnership **must** be registered; with penalties to be imposed in the event of non-compliance.

But this is probably inexpedient and has been deemed too onerous.

The practical result, however, would seem to leave registration in a manner optional, because the "**advantages**" of registration appear to be scarcely sufficient to weigh much with (say) Hindu partnerships of many ramifications, which would prefer to escape the trouble and publicity of registration.

There exist many such firms or partnerships which never go to law (save perhaps *inter se*), and stand in no fear of insolvency.

Section 18.—(See Section 17 of the original Bill, and remarks made regarding Section 17 of the present Act.)

SUGGESTIONS—*contd*

Suggested that in the 1st line of this section between the word "constitution" and the word "or" there be inserted the words—

"*particulars*, **or** *matters*" **and delete or "objects"**

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880—*contd.*

See Section 17 of Bombay Bill. Changes must be registered "within a reasonable time," *and* "the Registrar may at any time upon the request of any member or agent of a Partnership ... require the members ..... of any other Partnership ... to state whether there have been any ... changes ...required to be registered...but which have not been registered."

See Section 17 of Bombay Bill. See also Bombay Chamber's letter to Official Assignee (Report for 1901, page 132). (*a*) Failure to register ought to bar discharge in bankruptcy. (*b*) Books of the firm to be registered and stamped.

BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*contd.*

such Office, if it be duly presented for registration within 3 days after the passing of such decree, and *such* registration, *if so ordered,* shall take effect as if the Instrument had been registered when it was first duly presented for registration.

Time for registration of Partnership.

17. Every Firm or Partnership required by this Act to be registered may be registered at any time after this Act comes into force.

Time for registering alterations.

18. Every alteration in the constitution *or objects* of a Firm or Partnership required by this Act to be registered, may be registered at any time, but shall have, and take, effect as regards all persons dealing with the Firm or Partnership from the date of registration only.

Effect of non-registration.

19. No Firm or Partnership required by this Act to be registered, nor any partner therein shall have power to sue or to institute proceedings in any Court on any cause of action accruing to such Firm or Partnership after the expiration of six months from the time when this Act shall have come into

REMARKS ON SECTIONS—*concld.*	SUGGESTIONS—*concld.*
Section 19 bears upon the disadvantages of non-registration.	Suggested that there be added to Section 19 a paragraph as follows :—
Among the many other very useful notes made by the Secretary of the Chamber, (and upon which many of the "**suggestions**" herein are based,) is a note referring to the expediency of depriving non-registered firms or partnerships of the benefit of the law for the relief of insolvent debtors.	*"And no firm or partnership "required by this Act to be register- "ed, nor any partner or sharer "therein, shall be entitled, after "the expiration of six months from "the time when this Act shall "come into force, to seek or receive "the benefit of the Insolvent or "Bankruptcy Law for the time "being in force in India, unless "such firm or partnership be regis- "tered under this Act."*
An addition is suggested to Section 19 with this object.	**Such a provision would appear to the Committee to be too stringent.**
Section 20.	Suggested that in line 3 of the 2nd para. of this section there be inserted between the word "admissible" and the word "for" the words— *"in evidence in any Court and "before any Judicial or Revenue "Officer or other authority."*

The remaining sections of the Act (21, 22, 23, 24, 25, 26 and 27 do not appear to call for amendment.

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880—*contd.*

BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*contd.*

force unless such Firm or Partnership shall have been registered at the time when such cause of action arose.

See Section 24 *of Bombay Bill.*

Search and inspection of Registers, and supplying copies of entries, &c.

20. Subject to the previous payment of the fees payable in that behalf, the Registers kept under this Act shall be at all times open to search and inspection by any person applying to inspect the same, and copies of the entries in such Registers, and of all documents filed by the Registering Officer under the provisions of this Act, shall be furnished to all persons applying for such copies.

All copies given under this section shall be signed and sealed by the Registering Officer, and shall be admissible for the purpose of proving the contents of the original entries and documents.

See Section 8 *of Bombay Bill* Slight verbal simplification in Calcutta draft.

Appointment of Registering Officers.

21. The Registering Officers for the purposes of this Act shall be the Registrars for the time being appointed under the "Indian Registration Act, 1877," at the Towns of Calcutta, Madras, Bombay, Karachi, *Delhi*, *Cawnpore*, *Amritsar* and Rangoon, respectively, but

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1886—*contd.*

The effect of these sections is to charge Local Governments with the regulation of matters specifically provided for under the Bombay Bill.

BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*contd.*

the Local Government may, if it thinks proper, appoint other persons to be Registering Officers under this Act, and may suspend, remove, or dismiss any person so appointed, and appoint another person in his stead.

As to establishment.

22. The Local Government may, from time to time, assign such salaries as it may deem proper to the Registering Officers under this Act, or provide for their remuneration by fees, or partly by fees and partly by salaries, and the Local Government may allow proper establishments for the purposes of this Act.

Local Government to make rules.

23. The Local Government shall determine what seal shall be used, and what books shall be kept, by the Registering Officers for the purposes of this Act, and shall provide the same.

24. The Local Government shall have power, from time to time, to make rules consistent with this Act,

Providing for the safe custody of books, papers, and documents, and also for the destruction of such books, papers and documents as need no longer be kept:

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880—*contd.*

BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*contd.*

Regulating the authentication by Registering Officers of the books to be kept by them:

Regulating the forms in which entries are to be made in such books:

Declaring the particulars to be contained in the Indices of such books:

And generally regulating the proceedings of Registering Officers.

All rules so made shall be published in the Official Gazette and shall then have the same force as if they were inserted in this Act.

See Section 26 of Bombay Bill.

25. The Local Government shall prepare a table of fees payable

Fees.

(*a*) for the registration of Firms and Partnership;

(*b*) for the registration of any other matter required to be registered under this Act;

(*c*) for search and inspection of Registers;

(*d*) for making or granting certificates, and copies of entries or documents;

BOMBAY CHAMBER OF COMMERCE, FEBRUARY 1880—*concld.*	BENGAL CHAMBER OF COMMERCE, AUGUST 1902—*concld.*
	(*e*) for attending at a place of business, or residence;
	(*f*) for service of Notices;
	(*g*) for transmitting copies of entries to other Registering Officers;
	and for such other matters as may appear to the Local Government necessary for the purposes of this Act.
	And the Local Government may, from time to time, alter such table.
See Section 25 *of Bombay Bill.*	26. A table of the fees so payable shall be published in the Official Gazette, and a copy thereof in English and in such vernacular language or languages as the Local Government shall appoint shall be exposed to public view in the office of the Registering Officer. Publication of fees.
See Section 29 *of Bombay Bill.*	27. No Registering Officer shall be liable to any suit, claim, or demand, by reason of anything in good faith done or refused in his official capacity. Projection of Registering Officer.

CHAMBER OF COMMERCE,

BOMBAY, *3rd March* 1903.

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

Draft Bill for the Registration of Partnerships.

DEAR SIR,—I am directed by the Committee to express regret for the delay that has attended their consideration of the Draft Bill for the Registration of Partnerships forwarded for opinion with your letter of the 20th August 1902. This delay has arisen from circumstances over which they had no control, and the matter was not one in which they thought it well to act without full deliberation.

2. The Committee notice that the greater part of the present draft is evidently taken from that prepared by this Chamber in 1880, and there has been some difference of opinion as to whether the conditions that led the Committee in that year to abandon the advocacy of the Bill have materially changed.

3. There is of course practical unanimity as to the usefulness of any measure by which an effective registration of partnerships not attended by cumbrous procedure could be brought about. But simplicity of procedure is difficult of attainment in a community so heterogeneous as that of India; and my Committee desire me in this connection to make specific reference to the complex problem presented by the system of partnership constituted by the Hindoo "undivided family." In such a family every child from birth acquires a share in the common property, and the prompt registration of every birth and death in such a family would be extremely troublesome.

4. Both the Special Committee to which the Bill was first referred and the General Committee of the Chamber are, however, in favour of the Bill, and I am directed to hand you herewith a copy of that Bill as collated for the use of the Special Committee with reference to this Chamber's Bill of 1880 and with the notes and suggestions of Mr. Lynch, the legal member who drafted the original Bill referred to. The decisions of the Committee will be found inscribed in red ink. Most of these decisions will be found to be in consonance with the suggestions of Mr. Lynch, but in one

or two instances the recommendations of the Committee are independent or in modifications of such suggestions. These are as follows: —

5. That the Bill should be made applicable to Delhi, Cawnpore and Amritsar in addition to those at present named in the preamble and in Sections 3, 4 and 21.

Section 2 —That after the words "Letters Patent" the words "nor any partnership having for its object a single venture" be omitted. It appears to my Committee that the exemption of such partnership would afford to all persons desirous of evading the Act a simple means of doing so.

Section 6, (*d*).—That the words "nature of the business or businesses of the firm or Partnership and the" be omitted and that this amendment be given effect to in Clause (*c*) and in Section 18 9, v. My Committee consider it quite impracticable to register the nature of all the transactions to be engaged in.

Section 6, (*g*).—That Clause (*g*) be cut out. It is not apparent to my Committee why a Registrar should be obliged to register any particulars but those considered by the Legislature to be necessary for the purposes of the Act.

Section 10.—The Committee have carefully considered the interesting suggestion that Section 10 should include a provision making "Moonims" and "Munib Gomashtas" authorised agents within the meaning of the Act. They were at first disposed to endorse the proposal, but after fuller deliberation they recommend that Section 10 remain as drafted.

Section 14.—In addition to the several emendations noted on the text of the printed Bill the Committee recommend that in the second paragraph of Section 14 and the fourth line the words "or on behalf of" (following the word "by") be deleted and that the words "his surviving partner or partners or by" be there interpolated. It appears unreasonable to require that only the legal representative of a person deceased, such legal representative being frequently unknown and sometimes non-existent, should have power to register his death.

Section 18.—In addition to the suggestion of Mr. Lynch adopted, my Committee would recommend that the words "or objects" be deleted. In their opinion, already stated in connection with

Section 6, (*d*), it is impossible to make a comprehensive declaration of the "objects" of trading partnerships not formed for a single venture.

Section 19.—The suggestion that benefit of the Insolvency Law should be contingent on due registration of partnership is on the whole considered by my Committee to be too stringent, the more so as the rights conferred under the Insolvency Law emanate from the Imperial Parliament and could not be curtailed without that Parliament's assent.—I am, etc.,

FREDERICK NOEL-PATON, Secretary.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, *7th March* 1903.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

Draft Bill for the Registration of Partnerships.

DEAR SIR,—I received this morning your letter of 3rd March with its enclosure, and have to thank you, on behalf of the Committee, for the very careful and searching consideration your Committee have given to the Draft Bill for the Registration of Partnerships. It would facilitate the further consideration of the matter on this side if you could furnish me with 10 more copies* of the printed Appendix to your letter. As I do not wish to give you more trouble than is necessary, I will have the red ink notes made on this side if you would kindly send me the printed matter only.—Yours, &c.,

W. PARSONS, Secretary.

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* Complied with.

APPENDIX T.

REGISTRATION OF BOOKS OF ACCOUNT PROPOSED.

No. 5090.

JUDICIAL DEPARTMENT,

BOMBAY CASTLE, 23rd September 1903.

From P. E. PERCIVAL, ESQ., B.A., I.C.S., ACTING UNDER-SECRETARY to GOVERNMENT, BOMBAY, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward to you the accompanying copy of a letter, dated the 23rd July 1903, from Mr. Rastamji Merwanji Patell, Acting Chief Judge, Presidency Small Cause Court, Bombay, submitting a proposal for the compulsory registration of all books of account used throughout the Bombay Presidency, and to state that the Governor in Council will be glad to receive an expression of the opinion of the Bombay Chamber of Commerce on the proposal.—I have, &c.,

P. E. PERCIVAL, Acting Under-Secy. to Govt.

Dated the 23rd July 1903.

From RASTAMJI MERWANJI PATELL, Esq., ACTING CHIEF JUDGE, PRESIDENCY SMALL CAUSE COURT, BOMBAY, to the HONOURABLE Mr. S. W. EDGERLEY, C.I.E., I.C.S., SECRETARY to GOVERNMENT, JUDICIAL DEPARTMENT, Bombay.

SIR,—I have the honour to submit, for the consideration of His Excellency the Governor in Council, a proposal for the compulsory registration of all books of account used throughout the Bombay Presidency.

2. The proposal I venture to make is based on long experience of Native and English account books as produced in Courts of Law. If it is adopted, it will, I feel confident, effectually put a stop to the dishonest practice of making false and fictitious entries in account books by the insertion of new pages and the removal of old ones, as occasion requires. The proposal has for its object the introduction of a sure safeguard against these malpractices.

3. Although all Europeans and a few Native merchants use English-bound books, Native-bound account books or "chopdas" are

in universal use amongst the Natives of India. The method of binding these books is ancient, but is open to grave abuses. A "chopda" is made up of long sheets of Ahmedabad paper of a peculiar make, which are so stitched or strung together that any "chopda" can be re-opened, and, after pages have been added or abstracted as the case may require, it can be restrung with the greatest ease. It is also the practice to leave at the end of "chopdas," written and closed in previous years, a number of blank pages. As all the pages of the book are of exactly the same colour, thickness and size, and bear no water mark, any dishonest merchant or money-lender can take one or more of these blank pages and add them or substitute them, as circumstances may require, in the desired place without any fear of detection, particularly when the substituted page is of the same age and shade of colour as the rest of the book.

4. It is a matter of daily experience in Courts that this method of book-binding leads to dishonest and corrupt book-keeping. With very few exceptions, account books of Marwadi money-lenders, grain-dealers and other petty traders cause grave suspicion, yet in innumerable instances fictitious claims are successfully made out and established by the production of entries said to have been made in the regular course of business.

5. Such systematic dishonesty can only be put a stop to by the Legislature. The method that I propose should be introduced has been very successfully adopted in Austria. If in a country where properly bound books of account are invariably used, the Legislature requires all books of account to be registered, it is quite obvious that the necessity is far more urgent in a country where the binding used for books of account is a binding merely in name, and consists only of running a string through the pages at one end in such a way that the book can be re-opened and bound again at any moment without detection.

6. I therefore beg leave to suggest that Government may be pleased to pass an Act enforcing the registration of all books of account and declaring that no books of account, after a certain date, shall be deemed to have been regularly kept in the course of business and considered admissible in evidence unless they are so registered

7. The registration work may take place at the close of the Hindu or the English year. It may be entrusted to the Superintendent of Stamps. The expenses incurred in keeping an additional staff will

be more than met from the revenue derived from the fees charged for registration. The fees might vary according to the size of each book and the number of pages it contains.

8. The method of registration which is adopted in Austria and which may be introduced is very practicable and simple. Each account book when presented for registration has its pages counted and the total number of pages is recorded either on the first page or on a label affixed to the thick board of the book. Two holes are punched in the pages on the side nearest to the binding and a *silk string* of a particular colour or shades of colour is passed through them in such a manner that its two ends are joined at one point, and sealed and fixed to the board of the book, or the first page, with an official Government seal specially prepared for the purpose. The label is dated and signed by a responsible officer. The fee charged for registration is indicated by affixing a fiscal stamp.

9. This method of passing a piece of string through the whole book and sealing it at one end will effectually prevent all attempts at abstracting or adding new pages in Native-bound "chopdas" or English-bound books, as may be easily seen from an Austrian book of account,* which is sent herewith. I trust the proposal will meet with the approval of Government. Should any apprehension be entertained about the wax-seal breaking, a specially made lead seal may enclose the two ends of the string.

10. I may mention that under Section 34 of the Evidence Act, entries in books of account kept in the regular course of business are relevant and admissible in evidence. But as the restriction proposed in paragraph 4 will conflict with that section, I would suggest that the Government of India might be moved to make the requisite amendment therein.

CHAMBER OF COMMERCE,
BOMBAY, 9th October 1903.

The ACTING UNDER-SECRETARY to GOVERNMENT, JUDICIAL DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 5080, dated the 23rd September, covering copy

* Not printed.

of a letter addressed to Government by the Acting Chief Judge, Presidency Small Causes Court, Bombay, on the subject of a proposal to require the registration of all books of account throughout the Presidency, and inviting an expression of the Chamber's opinion on this proposal.

2. I am to say that, two years ago, the Committee had some correspondence with the Official Assignee of the Bombay High Court on the subject of Insolvency Procedure in this City, and that their letter to that official, dated the 11th July 1901, contained the following as one of their recommendations :—

"(*c*) That only such books should be recognised for the purposes "of your Department as have been registered, paged and stamped "for a very small fee by a Government Office appointed to that "effect (as is done on the Continent of Europe), and filed in your "Office intact. It should also be insisted upon that the Cash book "at least should be found to have been booked up to date."

3. From the connection in which it was written it will be understood that this recommendation had reference more especially to Native-books of account, which from their form and the common irregularity with which they are kept are, as set forth in the third paragraph of the letter of the Acting Chief Judge of the Small Causes Court, peculiarly liable to be tampered with. The Committee remain of opinion that such compulsory registration of books of this type is desirable, and would do much to arrest the abuses for which they at present offer facilities. They notice, however, that the Acting Chief Judge recommends that the same regulation should be applied not to "chopdas" alone, but also to bound books, which it is very much more difficult to "doctor" successfully. So far as the Committee can see no useful purpose would be served by requiring the registration of books of the regular bound form, which form in itself gives a very substantial measure of security against fraud—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

APPENDIX U.

TRADE MARKS.

PROPOSED REGISTRATION IN INDIA.

No. 7310 of 1903.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 17th October 1903.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward copy of a letter No. 5971-S.R., dated 29th September 1903, from the Government of India and of its accompaniments on the subject of the Registration of Trade Marks in India, and to request that you will be so good as to favour Government with the opinion of the Chamber on it—I have, &c.,

G. KEATINGE, Under-Secy. to Govt.

No. 5971-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

CUSTOMS.

From J. CAMPBELL, ESQ., OFFG. UNDER-SECRETARY to the GOVERNMENT of INDIA, to the CHIEF SECRETARY to the GOVERNMENT of BOMBAY, REVENUE DEPARTMENT.

SIMLA, the 29th September 1903.

SIR,

I am directed to invite attention to your letter No. 5263, dated the 4th August 1891, and to forward a copy of the correspondence noted in the margin regarding the registration of trademarks in India.

1. From the Secretary of State for India, No. 115-Revenue, dated the 7th August 1903, and enclosures.
2. From the Secretary, Revenue and Statistics Department, India Office, No. R. & S. 1874, dated the 7th August 1903, and enclosures.

2. In 1877 the Millowners' Association and the Chamber of Commerce, Bombay, suggested the introduction into the Imperial Legislative Council of a Bill to provide for the registration of trade marks in India. A Bill giving effect to this suggestion was introduced; but it was subsequently withdrawn on the recommendation

of the Association and the Chamber of Commerce, who, upon reconsideration, were of opinion that it was inadvisible to legislate. The question was also raised in the years 1884 and 1888; but, after enquiry, it was decided that no action should be taken.

In 1891 the suggestion was again made; after consulting the Local Governments and the Chambers of Commerce interested in the proposal, the Government of India decided that it would be inexpedient to introduce any system for the registration of trade marks, as the mercantile community generally was opposed to such a measure. This opposition was apparently based upon the belief that the provisions of the existing law, as embodied in the Indian Penal Code, the Sea Customs Act, and the Merchandise Marks Act, were sufficiently comprehensive to afford protection to the legitimate users of trade marks. It is now urged, on behalf of certain English manufacturers, that legislation should be resorted to for the better protection of trade marks; and that this legislation should follow generally the lines of the English enactment. I am to request that the Government of India may be favoured with the opinion of the Bombay Chamber of Commerce, and of such other Commercial Associations, if any, as it may be considered advisable to consult.—I have, &c.,

J. CAMPBELL, Offg. Under-Secy. to Govt. of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Enclosures to letter No. 5971-S. R. of 1903.

No. 115-Revenue, dated 7th August 1903.

From HIS MAJESTY'S SECRETARY of STATE for INDIA, to HIS EXCELLENCY the RIGHT HONOURABLE THE GOVERNOR-GENERAL of INDIA in COUNCIL.

With reference to your letters No. 106 (Finance), dated 17th April 1902, and No. 24 (Revenue), dated 15th May 1902, on the subject of the registration of trade marks in India, I forward, for the consideration of your Government, a copy of a communication*

* Letter from the Cutlers' Company, dated 8th July 1902, and memorandum.
Letter to Cutlers' Company, R. and S. 2023, dated 11th September 1902.
Letter to Board of Trade, R. and S. 2023, dated 11th September 1902.
Letter from Board of Trade, F. 12/451, dated 20th July 1903, with two enclosures.

received from the Cutlers' Company, Sheffield, urging that legislation should be undertaken in India for the registration of trade marks, and a copy of correspondence between this Office and the Board of Trade relative to the proposal.

2. Should you decide to refer the matter for opinion to Local Governments and Chambers of Commerce in India, I shall be glad to learn in due course the result of the reference and your conclusions thereon.

ENCLOSURES.

Enclosure No. 1.

Dated, 8th July 1902.

From MR. HERBERT HUGHES, LAW CLERK to the CUTLERS' COMPANY of SHEFFIELD, to the UNDER-SECRETARY of STATE for INDIA, INDIA OFFICE.

SIR,—I am directed by the Cutlers' Company to ask for Your Lordship's consideration of the accompanying memorandum with regard to the registration of trade marks in India, and to express the hope that Your Lordship will take such action as may be necessary to establish in so important a commercial outlet of the United Kingdom as India, a state of things, with regard to the law of trade marks, more in harmony with modern conditions than at present exists in that dependency.

P.S.—Please be good enough to return the certificate of the Indian registration, which is the private property of the firm mentioned therein, as soon as Your Lordship has inspected it.

Annex.

Memorandum by the Cutlers' Company of Sheffield upon the present state of the law with regard to trade marks in India.

As the Secretary of State will doubtless be aware, the Cutlers' Company in Sheffield is the registering authority for trade marks relating to businesses carried on within the district of Hallamshire and six miles compass of the same.

In connection with the performance of their public duties in this regard, communications are constantly sent by the Comptroller-

General of Patents, Designs and Trade Marks to the Cutlers' Company bearing upon the existing state of law with regard to trade marks in various foreign countries and British Colonies and Dependencies.

Recently there has been communicated by the Comptroller to the Cutlers' Company certain information with regard to the state of the law as to trade marks in India, and I have the honour to refer Your Lordship to letters from the India Office to the Board of Trade, dated the 14th January and the 14th May in this year, and to the enclosure in the letter of the 14th May, being a despatch from the Indian Government to Your Lordship, in reply to Your Lordship's Despatch, No. 12 (Revenue), dated 17th January 1902, in which you forwarded to the Indian Government certain correspondence with the Patent Office with regard to the effect of registration in India of trade marks.

From the despatch of the Indian Government it would appear that, contrary to the general impression, which, as I shall point out to Your Lordship later, has been translated into actual practice, it would appear that there is nothing in India, either directly or indirectly, amounting to a registration of trade marks in that country and that the only protection afforded to mark holders in that country is such as is contained in the Indian Merchandise Marks Act, 1889 (IV of 1889).

Further, the Indian Government state that if a civil remedy was sought, by way of damages, or injunction, the Indian Courts would be guided by the Common Law and "it would be a question of fact, to be decided in each case, whether user in the United Kingdom has created an exclusive right in any particular Indian Market."

Now I am directed by my Company to point out that this is precisely the state of things which would exist in this country if the Acts relating to the registration of trade mark were repealed.

But, having regard to the undoubted advantages which have accrued from the laws relating to trade marks in this country, could anyone be found in these days who would argue that sufficient protection was given to traders by reason of the existence of the Common Law with regard to trade marks which obtained in this country before the passage of the Trade Marks Act and of the Merchandise Marks Act, 1887.

The Cutlers' Company desire to point out to Your Lordship that the state of things in India at the present time is precisely the same as obtained in this country previous to the passage of the Trade Marks Registration Act, 1875, save that the Indian Merchandise Marks Act of 1889 is a modern enactment, whereas in 1875 the English Merchandise Marks Act of 1862 had become defective.

Particularly it is desired to call Your Lordship's attention to the phrase quoted from the letter of the Indian Government as to the question of fact to be decided in each case of trade mark infringement in India, and to point out that it is this initial expense which is frequently of a very heavy character, involving commissions to this country and the like which is the great defect of the law in India at the present time, inasmuch as, in the absence of any system of trade mark registration, each mark holder in every case that he brings before the Indian Courts is compelled to go through the old process of proving his title to the mark, just as was the case in this country prior to the passage of the Trade Marks Registration Act, 1875.

Hitherto mark holders have registered their marks in the Calcutta Registry Office, and have received from the Registrar of Calcutta a sealed document, duly stamped, attesting the registration, and it is not to be wondered at if, under the circumstances, it should have been generally supposed both by practitioners and the public that a qualified registration was permitted in India, and therefore the announcement of the Government of India that they are "unable to find any authority for the statement made that trade marks are registered in India," and that "the law does not provide for such registration in the country" has taken all concerned by surprise.

An instance of the registration in India, showing Your Lordship exactly what the form is, is sent herewith.

Assuming, however, that the statement of the Government of India is, as must be the case, correct, the Cutlers' Company would suggest to Your Lordship that the time has come when that Government should follow the example of every civilised state throughout the world, and establish a system of trade mark registration similar in all respects to that which obtains in the United Kingdom at the present time.

The Cutlers' Company believe that they are right in saying that in the whole of the British Colonies at the present time registration

systems exist, and surely an important Dependency of the Crown such as India ought to afford to a mark holder that which he can avail himself of all over the world, namely, a system of registration which shall enable him to register his trade mark as his own exclusive property, and in all cases of infringement to be able to produce a certificate of the Indian Registry, which at a nominal expense proves his title, unless indeed, as in this country the registration itself can, upon proper grounds, be impugned. I may point out to Your Lordship that already there is an office for the registration of patents and designs in India, established under the Inventions and Designs Act of 1888, and that, as in this country, so in India, the registration of trade marks can be constituted as a department of that office.

The Cutlers' Company feel that Your Lordship would not desire that they should enter into any further argument as to the desirability of, and benefit to be derived from, a system of registration of trade marks, and they therefore conclude this memorandum by expressing the confident hope that Your Lordship will move the Indian Government to establish within their jurisdiction a system of registration similar to that obtaining in the United Kingdom, an undertaking, which, having regard to the precedent already established here, need give rise to no difficulty to the jurists of the Indian Government.

HERBERT HUGHES, Law Clerk to the Cutlers' Company.

Dated, this 8th day of July 1902.

Enclosure No. 2.

No. R. and S. 2023, dated 11th September 1902.

From SIR HORACE WALPOLE, UNDER-SECRETARY of STATE for INDIA, INDIA OFFICE, to the CUTLERS' COMPANY, SHEFFIELD.

I am directed by the Secretary of State for India in Council to inform you that he has considered the memorandum submitted by your Company in a letter, dated 8th July 1902, on the subject of the registration of trade marks in India.

In reply I am directed to say that between the years 1879 and 1881 the question of establishing a registration of trade marks in India was very carefully and fully considered by the Government

of India in communication with the different Chambers of Commerce and other Associations, and a Bill, on the general lines of the English Trade Marks Registration Act, 1875, was prepared and introduced into the Legislative Council. The proposed measure, however, was finally abandoned with the almost unanimous consent of the mercantile community in India, on account of the difficulties and expense which such registration was considered to be likely to occasion.

In view of the arguments put forward by the Cutlers' Company, Lord George Hamilton proposes to ask the Government of India to consider whether the time has not come for re-opening the question, and he is now in communication with the Board of Trade whose opinion he thinks it desirable to obtain before addressing the Government of India.

In returning the document accompanying your memorandum, I am to explain that the registration which it underwent in India is simply the registration of a document, as such, without reference to its contents, and with the sole object of creating evidence of the fact of its existence at a certain date. The Indian system for providing a public registry of deeds and other documents was not devised with any reference to the law with regard to trade marks.

Enclosure No. 3.

No. R. and S. 2023, dated 11th September 1902.

From SIR HORACE WALPOLE, UNDER SECRETARY of STATE for INDIA, INDIA OFFICE, to the SECRETARY, BOARD of TRADE.

SIR,—I am directed by the Secretary of State for India in Council to forward herewith, for the perusal of the Board of Trade, a copy of the communication noted in the margin from Mr. Herbert Hughes, Law Clerk of the Cutlers' Company, urging the establishment in British India of "a system of trade mark registration similar in all respects to that which obtains in the United Kingdom at the present time."

Letter, dated 8th July 1902, with enclosed memorandum.

In bringing this communication to the notice of the Board of Trade, it may be well to give a very brief outline of what has taken place in India in regard to this matter in past years.

2. In the year 1877 the Chamber of Commerce and the Mill-owners' Association at Bombay addressed the Government in India, advocating the establishment of a system of trade marks registration in India, and in the year 1879 a Bill was introduced in the Legislative Council of the Governor-General, based on the English Acts then in force. Those responsible for that Bill were prepared to insert in it certain concessions in favour of the holders of marks registered in England, and it is reasonable to suppose that, if the limited "priority" contemplated by the Paris Convention of 1883, or by Sections 103 and 104 of the English Act of 1883, had then been thought of, they would have been prepared to grant that too; but, subject to any such concessions that might be granted, the holders of marks registered in England would have had to come in and register in India like anyone else.

3. While the Bill was before the Select Committee, to which it was referred, it was found that difficulty was likely to arise with holders of registered English marks—and especially with the holders of cotton marks—who would be practically compelled to register afresh in India, and who, it seemed, would not be content to register on the above lines. A considerable discussion ensued, and ultimately the Bombay merchants and manufacturers, who had asked for the Bill, changed their minds and declared that the Bill was not needed, and might cause inconvenience, and, at all events they desired that it should be dropped unless it could be passed in the form in which it had been introduced. Upon this, as no one either in India or in England pressed for legislation, the Bill was dropped.

4. Since then there have been references to the matter in letters received from the Government of India, from which it might be supposed that manufacturers and merchants in India would be opposed to any legislation on the subject; but it may be that there would be little or no opposition there if it was well understood that the holders of trade marks registered in England would be satisfied with a Bill drawn on the lines above indicated, that is to say, a Bill which, subject to the concession of the "priority" above referred to, and any other minor concessions that might seem reasonable, would require them to register in India in the same way as anyone else.

5. It would appear from Mr. Herbert Hughes' letter that the Cutlers' Company would be satisfied with such a Bill, and seeing

that the South Australia Trade Marks Act, 1892, and, as Lord George Hamilton understands, other Colonial Acts, have been passed on somewhat similar lines, it is presumed that the holders of English registered trade marks generally would now be content with such a measure; but Lord George Hamilton would be glad if the Board of Trade could put him in a position to inform the Government of India whether such is the case.

A copy of the reply that has been sent to the Cutlers' Company is enclosed herewith.

Enclosure No. 4.

No. F. 12451, dated 20th July 1903.

From T. W. P. BLOMEFIELD, ESQ., SECRETARY, FINANCE and GENERAL DEPARTMENT, BOARD of TRADE, to the UNDER-SECRETARY of STATE for INDIA, INDIA OFFICE.

I am directed by the Board of Trade to refer to your letter of the 7th January last, R. and S. 42, and to previous correspondence on the question of the registration of trade marks in India, and I am now to transmit to you herewith, for the information and consideration of the Secretary of State for India, a copy of a communication which the Board have received from the Association of Chambers of Commerce of the United Kingdom on the subject, together with a copy of the letter from the Manchester Chamber of Commerce, which accompanied it.

Annex 1.

Dated 17th June 1903.

From EDWARD W. FITHIAN, ESQ., SECRETARY, ASSOCIATION of CHAMBERS of COMMERCE of the UNITED KINGDOM, to the ASSISTANT SECRETARY, FINANCE and GENERAL DEPARTMENT, BOARD of TRADE.

With respect to the letter of the 14th January last from the Board of Trade enclosing copy of certain correspondence on the subject of registration of trade marks in India, I am directed by the Executive Council of this Association to inform you that they

circulated copies of the above correspondence amongst Chambers of Commerce interested in trade with India for the purpose of eliciting their opinion on this question.

Replies have been received from the Chambers of Commerce of Birmingham, Halifax, Lincoln, Plymouth, Sheffield and Wolverhampton, in favour of the establishment in British India of a system of Trade Mark Registration similar in all respects to that which obtains in the United Kingdom at the present time. At the same time I am directed to forward you the enclosed letter from the Manchester Chamber of Commerce, which has given great attention to the subject of Trade Mark Registration in India, in which a contrary opinion is expressed. This view, however, relates specially to marks in the cotton classes.

Annex 2.

No. F. 12451, dated 12th May 1903.

From ELIJAH HELM, ESQ., SECRETARY, CHAMBER of COMMERCE, MANCHESTER, to EDWARD W. FITHIAN, ESQ.

The Board of Directors of this Chamber has had under consideration the question of Trade Marks Registration in India referred to in your Circular No. 458.

I am directed to inform you that the Manchester Chamber has long been opposed to the separate registration of trade marks in India. Its opposition is founded partly upon long and abundant experience of trade marks administration with reference to the cotton classes (Nos. 23, 24 and 25). When the British Act of 1883 was under consideration the difficulty was foreseen of securing proper registration in these classes owing to the enormous number of marks in use and the necessity of determining beforehand which marks were common property and which were justly capable of appropriation. A Committee of this Chamber was therefore constituted at the request of the Government, and after many months of arduous labour a classification on these lines was made. That Committee (the Trade and Merchandise Marks Committee of the Chamber) still retains some of its original members, and to it have been referred by the Registrar ever since 1883, all doubtful applications in the cotton classes.

The work of deciding upon such references which is constantly going on cannot be satisfactorily conducted except by persons of large experience, and such it is impossible to obtain in India whether from officials or non-officials. In so far as these classes are concerned, therefore, the establishment of a Trade Marks Registration Office in India would inevitably lead to confusion, and would invite infringement and litigation.

Moreover, Lord Herschell's Clause of the Merchandise Marks Act, Section 3 (2), has been found to be highly efficient for the protection of proprietary rights in even non-registered marks. There are India merchants in Manchester possessed of thousands of marks who constantly rely upon it, and have in fact many hundreds of marks which they are able successfully to retain under that clause without registration. I should add that the Indian Merchandise Marks Act contains a similar clause which has been found effectual for its purpose.

No. R. and S. 1874, dated 7th August 1903.

From SIR T. W. HOLDERNESS, SECRETARY, REVENUE and STATISTICS DEPARTMENT, INDIA OFFICE, to the SECRETARY to the GOVERNMENT of INDIA, FINANCE and COMMERCE DEPARTMENT.

With reference to the Secretary of State's Despatch No. 115-Revenue, of this date, I enclose a copy of the document referred to in the memorandum forwarded on 8th July 1902 by the Cutlers' Company and in paragraph 3 of Sir Horace Walpole's letter to the Company, dated 11th September 1902, R. and S. 2023.

I, Maurice Remfry, of 5, Fancy Lane, in Calcutta, British India, Solicitor, do solemnly and sincerely declare that, to the best of my information and belief, *Sanderson Brothers and Newbould, Limited*, of Newhall Steel Works in the City of Sheffield, England, Manufacturers of Steel Files, Edge Tools and Metal goods generally (hereinafter called "the said Company") is the successor in business to Sanderson Brothers & Co., Limited, of Attercliffe Steel Works, Newhall Road in the said City of Sheffield, in whose name the Trade Marks numbers 1 to 5 inclusive described and shown in the original Declaration of Edwin Jackson Brown, the Secretary of the said Company, dated the 22nd day of April 1902, hereunto annexed,

were registered at the Calcutta Registry Office, on the 2nd day of April 1897 under number 161 of 1897; also that the said Company is the successor in business to Samuel Newbould & Co., Limited, of Newhall Road, aforesaid, in whose name the Trade Marks numbers 6 to 13 inclusive described and shown in the said annexed Declaration were registered at the Calcutta Registry Office on the 2nd day of April 1897 under number 160 of 1897; and that the statements contained in such annexed Declaration are true.

(Sd.) MAURICE REMFRY.

Dated this 29th day of May 1902.

15, HARE STREET,
CALCUTTA.

IV 166 1—8

Presented for Registration between the hours of 1 and 2 on the 29th day of May 1902 at the Calcutta Registry Office by M. Remfry of No. 5, Fancy Lane, Calcutta, by occupation Solicitor Executant.

(Sd.) MAURICE REMFRY.

(Sd.) BEHARI LAL CHANDRA.
Registrar.
29th May 1902.

Execution was admitted by the aforesaid Executant, who is personally known to me.

(Sd.) BEHARI LAL CHANDRA,
Registrar.
29th May 1902.

Registered in Book IV, Volume 3, pages 98 to 103, being No. 166 for 1902.

(Sd.) BEHARI LAL CHANDRA,
Registar.
9th June 1902.

I Edwin Jackson Brown Secretary for and on behalf of Sanderson Brothers and Newbould, Limited, of Newhall Steel Works in the City of Sheffield England Manufacturers of Steel Files Edge Tools and Metal Goods generally do solemnly and sincerely declare that my said Company is the successor in business to Sanderson Brothers

& Co., Limited, of Attercliffe Steel Works Newhall Road in the said City of Sheffield in whose name the Trade Marks numbers 1 to 5 inclusive hereinafter described were registered at the Calcutta Registry Office on the second day of April one thousand eight hundred and ninety-seven under No. 161 of 1897; also that my said Company is the successor in business to Samuel Newbould & Co., Limited, of Newhall Road aforesaid in whose name the Trade Marks numbers 6 to 13 inclusive hereinafter described were registered at the Calcutta Registry Office on the second day of April one thousand eight hundred and ninety-seven under number 160 of 1897, of which Trade Marks numbers 1 to 13 inclusive representations appear on the paper hereto annexed marked "A."

Trade Mark number 1 consists of the word "Palmyra" in ordinary Roman capitals.

No. 2—Consists of the word "Pax" in ordinary Roman capitals with two laurel branches crossed underneath.

No. 3—Consists of the word "Pithó" in ordinary Roman capitals.

No. 4—Consists of the representation of a goat drawing a small mail cart.

No. 5—Consists of the representation of a safety bicycle with a man thereon in the act of racing.

No. 6—Consists of the name "John Simpson & Co." in ordinary Roman capitals.

No. 7—Consists of the name "George Hall" in ordinary Roman capitals.

No. 8—Consists of the name "Loxley" in ordinary Roman capitals.

No. 9—Consists of the name "Samuel Newbould" in ordinary Roman capitals, the word "Samuel" being shown over the word "Newbould."

No. 10—Consists of the name "Newbould" with the letters "I N" inverted before the name, all in ordinary Roman capitals.

No. 11—Consists of the representation of an Indian Palki in which are seated two baboos carried by four bearers and the words "The Palki" in ordinary Roman capitals underneath.

No. 12—Consists of the representation of a bullock dak with two bullocks harnessed thereto and a native standing behind.

No. 13—Consists of a label bearing the representation of an Indian on horse back in the act of shooting at two lions at the heels of the horse with trees in the back ground and the words "Burmese Cast Steel Pit-Saw" at the head and "made only by S. Newbould & Co., Limited, Sheffield," at the foot of the label.

The said trade marks are respectively registered in the United Kingdom of Great Britain and Ireland under the provisions of the Patents, Designs and Trade Marks Act, 1883 to 1888, in respect of the following goods, that is to say:—

Nos. 1, 2 *and* 3—Each in respect of unwrought and partly unwrought metals used in manufacturing machinery and parts thereof; Agricultural and Horticultural Machinery and parts thereof; Cutlery and Edge Tools including Files and Saws; Hardware and Metal, Tools and goods not having a cutting edge.

No. 4—In respect of unwrought and partly wrought metals used in manufacture; Edge Tools, Files and Saws and Spanners, Anvils and Vices.

No. 5—In respect of unwrought and partly wrought metals used in manufacture.

No. 6 - In respect of Reaping Machine and Chaff Knives and Saws.

No. 7—In respect of Saws and Files.

No. 8—In respect of Steel and Iron and Files.

No. 9—In respect of Steel and Iron, Reaping Machine and Chaff Knives, Sheep Shears and other Shears, Saws, Forks, Razors, Scissors, and every description of Cutlery, Axes, Adzes, Plane Irons, Chisels, Gougers, Augers, and other Edge Tools.

No. 10—In respect of Files.

No. 11—In respect of Cutlery and Edge Tools including Files and Saws.

Nos. 12 *and* 13—Each in respect of Saws.

And I make this solemn Declaration conscientiously believing the same to be true and by virtue of the provisions of the Statutory Declarations Act, 1835.

Declared at the City of Sheffield, England, this 22nd day of April, 1902. Before me. (Sd.) E. J. BROWN.

(Sd.) REGINALD WEBSTER,
Notary Public.

April 22, 1902.
(Intd.) R. W.

This is the paper writing marked A referred to in the annexed Declaration of Edwin Jackson Brown made this 22nd day of April 1902.

Before me.
(Sd.) REGINALD WEBSTER,
Notary Public.

CHAMBER OF COMMERCE,
BOMBAY, 6*th November* 1903.

The UNDER-SECRETARY to GOVERNMENT, REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 7310, dated 17th October, with accompaniments, relating to the proposal to establish a formal registration of Trade Marks in India.

2. The papers in question have been carefully considered by my Committee, and there appears to be complete unanimity in the opinion that the present provisions of the law of the protection of Trade Marks in India are adequate, and that no registration on the rigid lines adopted in the United Kingdom where registration of a new trade mark for piece-goods is now most difficult would be practicable. The difference existing between the conditions to be provided for in England and in India respectively is complete; and it further appears to my Committee that a fundamental difference of principle underlies the law of the two countries in this matter. In Britain the law is, in its effect, analogous to

Patent law and aims at securing to a manufacturer the profits of a business created by him. The Indian law on the other hand is avowedly designed to protect the buyer from having imposed on him goods different from those he desires to purchase. The quertion of whether or not a buyer in a particular market in a particular part of India would be misled by the application of a certain trade mark to goods offered in that particular market is a question of fact, and depends entirely on whether the said trade mark has in that market been habitually associated with the merchandise of a particular manufacturer. So much is this the case that in different parts of India, different merchants use on the same description of goods trade marks that are more or less similar. The right of each such trader in the said ticket is perfectly good in the market where it is in fact associated with his goods. No registration of his trade mark could in any way affect the question of whether or not it is, in the mind of a buyer, so associated ; and it would, in the opinion of my Committee, be impossible to devise any system by which the users of trade marks could at the present time be relegated and restricted, otherwise than by use and custom, to particular regions or territories in their use of such trade marks. They believe it to be certain that if any such legislation were attempted, its prime effect would be to induce many persons into error and to provoke an incalculable amount of litigation and trouble.

3. I am to add that the dissatisfaction that exists on the subject of the measure of protection afforded to trade marks under the present law is not due to any defect inherent in that law, but to the inordinate delay, expense and trouble attending litigation in such cases in the Mofussil Courts. It is notorious that such cases sometimes run for years and cost thousands of pounds. It appears to my Committee that the institution of such registration as exists in theory at home would, so far as it became effective, conduce not to the expedition but to the multiplicity of such cases. They consider that the true remedy lies in the concession of precedence in the Mofussil Courts to all cases of this nature, and they would beg that Government may be pleased to consider the expediency of making this concession.—I have, &c.,

J. M. DICK, Chairman.
FREDERICK NOEL-PATON, Secretary.

APPENDIX V.

PROBATES AND LETTERS OF ADMINISTRATION.

THE CHAMBER OF COMMERCE,
KARACHI, *9th March* 1903.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.
Bill No. 1 *of* 1903.*

DEAR SIR,—I am directed to forward, for the information of your Committee, copy of a letter addressed by my Committee to the Secretary to the Government of India, Legislative Department, in support of certain amendments to the above Bill suggested by Mr. H. N. Crouch, Public Prosecutor in Sind, in his letter, dated 21st February 1903, printed copy of which is herewith enclosed.

As these amendments are of very great importance to the European residents of Karachi, my Committee trust that your Committee will be pleased to support the action taken by this Chamber.—Yours, &c.

C. H. CHETHAM, Secretary.

To the SECRETARY to the GOVERNMENT OF INDIA, LEGISLATIVE DEPARTMENT, Calcutta.

KARACHI, 21*st February* 1903.

SIR,—I have the honour to suggest some amendments to Bill No. 1 of 1903, recently introduced in the Council of the Governor-General of India.

2. By virtue of Act No. XIII of 1875, probate or letters of administration, when granted by a High Court, have effect throughout the whole of British India ; whereas a grant by any other Court is confined to the Province in which such is made.

3. By Act No. II of 1877, the expression "High Court" as used in Act No. XIII of 1875 is declared to mean and to have always meant—

(*a*) A High Court for the time being established under the twenty-fourth and twenty-fifth.....of Victoria, Chapter 104.

(*b*) The Chief Court of the Panjab.

(*c*) The Court of the Recorder of Rangoon.

* A Bill to empower District Judges in certain cases to grant Probates of Wills and Letters of Administration having effect throughout British India.

But though this Act is entitled "An Act to amend Act No. XIII of 1875 " (an integral part of the Indian Succession Act, 1865), it has never been incorporated into the principal Act. I suggest that advantage should be taken of the present opportunity to do so.

4. At the time when Act No. II of 1877 was passed, the City of Karachi was in its infancy, and it was considered unnecessary to extend to it a privilege which was deemed to be required by Rangoon. Karachi now, however, occupies a very different position, the trade of the port for 1902 being more than double that of Rangoon for 1877, and she may fairly claim to be no longer classed with an ordinary up-country station, as is done by the Bill now before your Council.

5. The restricted powers, which it is proposed to confer on all District Courts, are quite inadequate for a city which, like Karachi, includes a large population of well-to-do Europeans.

6. I therefore suggest that clause 2 (2) of the Bill should be amended so as to run as follows :—

(2) In section 242, for the proviso, the following proviso shall be substituted, namely :—

" Provided that probates and letters of administration granted :

(*a*) by a High Court established by Royal Charter : or

(*b*) by the Chief Court of the Punjab, or of Lower Burma, or the Sadar Court of Sind ;

(*c*) by a District Judge, &c., &c."

And that in clause 3 (1) (*b*) after " Lower Burma " should be added the words " or the Sadar Court of Sind."

If these suggestions be adopted, corresponding amendments will be required in the full title, the preamble, in clause 2 (3) for Section 242-A (1) of the Indian Succession Act, 1865, and in clause 3 (2) for Section 60 (1) of the Probate and Administration Act, 1881.

7. The words " after the first day of April 1875 " in clause 2 (2) (*a*) of the Bill might perhaps be now safely omitted.

8. If the Act No. II of 1877 remained unrepealed, any value that Section 2 of that Act still has would be unimpaired.

9. As the extraordinary privilege of issuing grants of probate and letters of administration having effect throughout British India is at present confined to High Courts and Chief Courts, the Sadar

Court appears to be the appropriate Court on which to confer the privilege in Sind. Applications for grants in ordinary cases of small estates would still be made to the various District Courts.

10. In January of last year I submitted a scheme for the reconstitution of the Sadar Court of Sind and the District Court, Karachi. This scheme, and also the Memorial of the Chamber of Commerce, petitioning for a Chief Court, are still under consideration, and it may be objected that the amendments now suggested will be unnecessary if any form of Chief Court be granted. This is, however, not the case. Under any circumstances, an amendment either of the Indian Succession Act, 1865, or Act II of 1877, will be required to confer on the Sadar Court of Sind, or any Court that may be substituted for it, the necessary powers.

11. The right of Karachi to be differentiated from an ordinary up-country station can be scarcely denied. The fact that the trade of the port, according to the figures recently issued, amounted in 1902 to nearly twenty-one crores of rupees, not only by itself fully justifies my present suggestions, but also supplies the strongest possible evidence of the urgent need of a Chief Court.—I have, &c.,

H. N. CROUCH, Barrister-at-Law,
Public Prosecutor for Sind.

THE CHAMBER OF COMMERCE,
KARACHI, *7th March* 1903.

From The CHAIRMAN, KARACHI CHAMBER OF COMMERCE ;

To THE SECRETARY TO THE GOVERNMENT OF INDIA,
LEGISLATIVE DEPARTMENT, Calcutta.

Bill No. 1 *of* 1903.

SIR,—I have the honour to address you in reference to the suggested amendments placed before you by Mr. H. N. Crouch, Barrister-at-law, and Public Prosecutor in Sind, in his letter, dated 21st February 1903, the subject being considered of the utmost importance by my Committee.

At present it appears that High Courts and the Chief Courts of the Punjab and Lower Burmah alone have the power of granting letters of administration having effect throughout India, and as the law now stands, the representative of any person dying in Karachi is compelled to take out probate or letters of administration not only

in Karachi but also in Bombay or Calcutta before investments outside Karachi can be operated upon, thus causing expense to the widow or other representative of deceased. My Committee are of opinion that the restricted powers which it is now proposed to confer on all District Courts are quite inadequate for a city like Karachi with its large and continuously increasing population, and they therefore most strongly support Mr. Crouch in his contention that the time has come when the privilege pertaining to the Courts mentioned should be extended to the Sadar Court of Sind. In clause 4 of his letter, Mr. Crouch most appropriately points out the very different position this port now occupies as compared with the time when Act II of 1877 became law, and my Committee trust that the amendments now proposed will receive most careful consideration by His Excellency the Governor-General in Council.—I have, &c.,

W. T. O'BRIEN, Chairman.

CHAMBER OF COMMERCE,
BOMBAY, *20th March* 1903.

The SECRETARY, CHAMBER OF COMMERCE, Karachi.

Bill No. 1 *of* 1903.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 9th instant, and in reply to say that my Committee have addressed the Bombay Government in support of your Chamber's proposals respecting the above measure.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, *24th March* 1903.

The SECRETARY TO GOVERNMENT, LEGISLATIVE DEPARTMENT,
Bombay.

SIR,—The Committee of the Bombay Chamber of Commerce have received from the Karachi Chamber of Commerce a copy of a letter, dated 21st February last, in which the Public Prosecutor for Sind proposed certain amendments to the "Bill to empower District Judges in certain cases to grant probates of wills and letters of administration having effect throughout British India." With that letter was enclosed one in which the Karachi Chamber of Commerce supported the recommendations of the Public Prosecutor

for Sind; and since these two papers set forth considerations which command the entire sympathy of my Committee, I have, under their instructions, the honour to hand you copies of them, and to express the hope that His Excellency the Governor in Council may be pleased to commend the proposals to the favourable consideration of the Government of India.—I have, &c.,

J. M. DICK, Chairman.
FREDERICK NOEL-PATON, Secretary.

THE CHAMBER OF COMMERCE,
KARACHI, *2nd April* 1903.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

Bill No. 1 *of* 1903.

DEAR SIR,—I am directed to acknowledge receipt of your letter of 20th ultimo, and to convey to your Committee the thanks of this Chamber for their prompt support with the Bombay Government regarding this Chamber's proposals respecting the above measure.—Yours, &c.,

C. H. CHETHAM, Secretary.

No. 2456.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, *5th May* 1903.

To The CHAIRMAN OF THE CHAMBER OF COMMERCE, Bombay,

SIR,—I am directed to acknowledge the receipt of your letter, dated the 24th March 1903, and to state that the Probate and Administration Bill, referred to therein, was passed into law on the 20th March 1903. I am at the same time to invite your attention to the speech of the Honourable Sir D. Ibbetson on the Bill, reported at pages 54 and 55 of Part VI of the *Gazette of India* of the 28th March 1903, from which it will be seen that the proposals for the amendment of the Bill, which the Karachi Chamber of Commerce supported and the Bombay Chamber now ask should be commended to the favourable consideration of the Government of India, have been accepted and incorporated in the enactment.—I have, &c.,

H. RENDALL,
for Acting Secretary to Government.

APPENDIX W.

CUSTOMS: AN IMPERIAL CUSTOMS SERVICE FOR INDIA ADVOCATED.

No. 1713 of 1902.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 27*th December* 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to forward, for the information of the Committee of your Chamber, a note by the President of this Chamber suggesting a representation to the Government of India on the subject of establishing an Imperial Customs Service for India. The Committee view the proposal with favour, but, before addressing Government with regard to it, they would be glad to know whether the Committee of your Chamber would also be willing to make a similar representation through your local Government. The Committee are addressing the other leading Indian Chambers of Commerce on the matter, and if the proposal is universally approved, a simultaneous representation to the Government of India might be arranged.—Yours, &c.,

W. PARSONS, Secretary.

P.S.—The Committee have reason to believe that the suggestion will not be received unfavourably by the Government of India, and that the present time is opportune for making such a representation.

W. P.

MEMORANDUM.

Imperial Customs Service.

As a Commission is now enquiring into the general working of the Calcutta Customs House, the present seems a favourable time for bringing prominently before the Government of Bengal and the Government of India the very important question of an Imperial Customs Service for India.

The commercial community feel that the heads of the Customs Houses in the large Ports in India such as Calcutta, Bombay, Madras, Rangoon and Karachi should be officials with special experience of customs work, otherwise the smooth working of these offices cannot be expected.

It has further become a very general opinion that to obtain these specially trained and efficient officers the Customs Service must be made an Imperial one, which would ensure continuity of service, and ultimately provide a body of specially trained men who would be available for the highest appointments.

The Customs Act in itself is of a complicated nature, and an official requires considerable knowledge of the Act before he could be expected to interpret it properly. Under the present system an official at the head of the Calcutta Customs House may just have become conversant with the Act and the innumerable and intricate questions that arise therefrom, when he is transferred to some Mofussil district, and replaced by an official from a Mofussil district who knows little or nothing of Customs work.

The commercial community certainly suffer great inconvenience under this system, and it has also been clearly demonstrated that the working of the Customs House suffers, and as a consequence complaints come from all directions of delay, inefficiency and want of system in all departments of the Customs House.

CHAMBER OF COMMERCE,
BOMBAY, 15th January 1903.

To the SECRETARY to GOVERNMENT, REVENUE DEPARTMENT,
Bombay.

SIR,—A reference to past correspondence had by this Chamber with Government and with the Department of Customs in Bombay shows that the Committee has frequently found it necessary to complain of defects in the organization of that Department. They have as a rule found both Government and the Department sympathetic in their reception of these complaints, and in cases where recommendations that have seemed to the Committee to be reasonable have been discarded, they have recognised that the obstacle probably lay, not in any failure of consideration, but in the absence of that commercial knowledge necessary to an efficient Customs Service. The Committee feel sure therefore that Government, no less than the commercial community, would welcome any reasonable proposals tending definitely to remove the causes of complaint ; and in tendering such a proposal I am instructed to give the clearest possible expression to the admiration entertained by my Committee for the Indian Civil Service and for the extra-

ordinary versatility displayed by its members in the conduct of their varied duties. But my Committee submit that in some directions modern conditions tax even the highest degree of versatility more than is reasonable, and that to call upon an officer who has possibly distinguished himself in land settlement or in the conduct of a civil court to administer the customs of a large commercial port is unfair both to that officer and to those whose interests he is to control. In past correspondence on these matters, reference has been made to the frequent selection, for the customs appointments, of Civil Servants having no adequate knowledge of the duties they are called upon to discharge ; and it is believed that these few officers who have been allowed to hold the appointment of Collector of Customs for a length of time would be the first to assert that no mere intelligence can take the place of experience in the performance of functions that involve infinite detail and a certain first-hand acquaintance with the usages of various trades. In the absence of such experience, even the best Civil Servant can only hope to conduct the business of his office on the lines that he finds already established among his subordinates. If he introduces any change early in his period of office, he risks making a mistake ; if, in the ripeness of experience, he introduces such a change, it is extremely probable that he will be transferred before he can give intelligent effect to the reform. The appointment to which he is so transferred is in all probability one for which experience of customs administration supplies no specific qualification ; and, while it is the intention of my Committee to confine themselves to the commercial aspect of the situation, they direct me to point out in this place that such transfers are in reality as injurious to the other work of the service as to that to which these present criticisms more particularly relate.

2. So far as trade is concerned, the effect of these conditions is that, at a time when competition makes it necessary that customs business should be conducted on modern lines and with unvarying consistency, desirable reforms are difficult to procure, while decisions given by one Collector of Customs which may or may not be sound but to which the trade has in fact adapted itself, are from time to time reversed by a successor without the premises having been in any way changed. It need scarcely be said that every failure of continuity in customs administration deranges trade and involves

a loss of wealth; and my Committee have for some time been of opinion that nothing can prevent such inconvenience, but the placing of the customs administration of the country in the hands of a staff who devote their lives to it. The external trade of India has not always been of such dimensions as to afford scope for a Customs Service forming a distinct branch of the Civil Service; and the only way to command men of the stamp required in the higher customs appointments was formerly to draw them from those to whom all branches of the service were open. Conversely, the eligibility of the members of the Civil Service for the chief customs appointments contributed to the popularity of that service as a whole. But circumstances have greatly changed. Not only has the external trade of India increased, but the narrow margin of profit render it more sensitive than formerly to inconvenience and loss. Large and important industries have come into existence; and both the administration of factories and the regulation of excise now demand expert control. In a word, my Committee submit that the customs business of India in its various branches is now in itself great enough to offer a sufficient career to thoroughly competent men, and that the external trade and the industries of the country have for some time been of such dimensions as to warrant a claim that their interests should not be sacrificed to those of the Civil Service.

3. With a view to showing the working of the present system, an examination has been made of the annual reports of the Customs Administrations of the Port of Bombay during the twelve years 1890-91 to 1901-02. In that time there have been twenty-two changes in the office of Collector of Customs, and fourteen different gentlemen have held that appointment. This is notwithstanding the continuity in office of Sir James Campbell for the three years 1891-92 to 1893-94, and of Mr. Grey during the past two years. In the other years the changes in the office of Collector were as follows :—

1890-91	...	...	4 changes.
1894-95	...	...	1 change.
1895-96	...	...	4 changes.
1896-97	...	...	2 ,,
1897-98	...	...	3 ,,
1898-99	...	...	3 ,,
1899-1900	...	...	5 ,,

In the office of the First Assistant there have been twenty-one changes in the twelve years period, and the post has been held by fifteen different gentlemen, while on at least four occasions it was vacant and in many cases duplicated. In the office of Second Assistant, there have been the same number of changes with fourteen different officers.

4. Leave and promotion would account for some of these changes ; but my Committee think it will be evident that such frequency of transfer as is indicated above is entirely incompatible with a proper control of His Majesty's customs, and affords evidence that, the interests of trade have been to an excessive degree subordinated to uniformity of promotion throughout the Civil Service. It is perhaps impossible to avoid this evil altogether so long as the customs administration is in no way distinct from the rest of the Civil Service ; and in this conviction my Committee desire respectfully to submit for the consideration of Government a proposal for the formation of an Imperial Service for the administration of all the laws relating to customs, excise and factories throughout India, and the members of which shall not, except in cases of real emergency, be liable to transfer to other duties.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 650 OF 1903.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 29th January 1903.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 15th instant, communicating the views of the Chamber of Commerce, Bombay, on the existing organization of the Customs Department, and proposing the formation of an Imperial Service for the administration of all the laws relating to Customs, Excise and Factories throughout India, and to state that the representation will receive the careful consideration of the Governor in Council—I have, &c.,

J. MEAD, Under-Secy. to Government.

No. 240 OF 1903.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 19th February 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge, with thanks, receipt of your letter of 16th January, forwarding copy of your letter of 15th idem to the Secretary to the Government of Bombay, Revenue Department, on the above subject, and I have now the pleasure to enclose copy of my letter of 16th February to the Secretary to the Government of India, Finance and Commerce Department, embodying the views of the Committee of this Chamber on the same matter. I am to say that the Committees of the Karachi, Madras and Rangoon Chambers are all making similar representations to Government.—Yours, &c.,

W. PARSONS, Secretary.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 16th February 1903.

From the SECRETARY, BENGAL CHAMBER of COMMERCE, to the SECRETARY to the GOVERNMENT of INDIA, FINANCE and COMMERCE DEPARTMENT.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to address you with reference to a subject in connection with which they have been in communication with the other leading Chambers of Commerce in India, *viz.*, the important question of establishing an Imperial Customs Service for India. It is felt very strongly by the mercantile community that the Custom Houses in the large ports of India such as Calcutta, Bombay, Madras, Rangoon and Karachi should be administered by officials with special experience of Customs work, and it has been found that where this experience does not exist difficulty and trouble result not only to Government but to the merchants, traders, and the general public, in fact to all who have business to transact with the Custom Houses. The appointments in question are generally reserved for members of the Covenanted Civil Service, and while the Committee have no desire to refer in terms of disparagement to that service, or to any of its officers for whose abilities as a rule they have the highest admira-

tion, it has been proved by experience, at any rate in Calcutta, that the best results and the most efficient working cannot be attained by placing Officials, however able, at the head of a Department for which they have had no previous training. The constant changes of Officials which are almost inseparable from working the Customs as a Department of the Civil Service, are not only harassing to merchants generally but also prejudicial to trade, and it has become a very general opinion that in order to obtain the specially trained and efficient Officers which the Customs Service requires, the Service should be made an Imperial one, as this would ensure continuity of administration, and ultimately provide a body of specially trained Officials who would be available for the highest appointments.

2. The Customs Act in itself is of a highly complicated nature, and the Collector requires considerable knowledge of the Act before he can be expected to interpret it properly. Under the present system a Collector having been brought probably from the charge of some Mofussil district is placed at the head of the Calcutta Custom House with everything to learn; and before he has time to become conversant with the Act, and the innumerable and intricate questions which arise in connection with it, he is transferred to some other Department, and again replaced by another Official who like himself has to be a learner when he ought to be an administrator. The mercantile community without doubt suffer great inconvenience under the present system; and speaking from their experience of the Calcutta Custom House, the Committee do not hesitate to say that its working and efficiency also suffer, with the consequence that complaints come from all directions of delay, inefficiency and want of system. That Government recognise that some reform is urgently needed is evident by the appointment of the recent Commission into the general working of the Calcutta Custom House, and the Committee have every reason to hope that the recommendations of that Commission will very greatly simplify its procedure and mitigate the harassing delays which are the rule and not the exception in connection with its working. The Report of the Commissioners, however, will not touch what the Committee believe to be the real reform which is necessary, and it is for this reason that they venture respectfully to represent to Government the necessity for taking into consideration the formation of what may be called an Imperial Customs Service.—I have, &c.,

W. PARSONS, Secretary.

APPENDIX X.

STAMP DUTY ON HYPOTHECATION OF MOVEABLE PROPERTY.

No. 1839 of 1903.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 17th March 1903.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward copies of a letter from the Government of India, Finance and Commerce Department, No. 683 S. T., dated 18th February 1903, and of its accompaniment, and to request that you will be so good as to favour Government with the opinion of the Chamber on the proposed amendments in Section 2 (17) and Article 6, Schedule I, of the Indian Stamp Act, II of 1889.—I have, &c.,

J. MEAD, Under-Secy. to Govt.

No. 683—S. R.

GOVERNMENT OF INDIA,

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE.

Dated Calcutta, the 18th February 1903.

To all LOCAL GOVERNMENTS and ADMINISTRATIONS.

SIR,—I am directed to forward extract paragraphs 1 to 4 of a letter from the Bengal Chamber of Commerce, No. 1000, dated the 17th July 1902, in which they urge the amendment of Article 6 of Schedule I to the Indian Stamp Act, 1899 (II of 1899), with a view to removing a difficulty which is said to be experienced in determining the proper stamp duty chargeable on the hypothecation of moveable property to secure balances of accounts current.

2. It has been decided by the Calcutta High Court, in the case cited by the Chamber, that unless the whole advance is made at the time that the instrument of hypothecation is executed, that instrument must be stamped as a mortgage. The Committee of the Chamber propose an amendment in the definition of "equitable mortgage" which is taken substantially from the definition of "mortgage" in the English Stamp Act of 1891 (54 and 55 Vict., Cap. 39), Section 86, which section contains also a definition of "equitable mortgage."

3. It appears to the Government of India that the amendment proposed by the Chamber would effect the object contemplated; but if the definition of "equitable mortgage" be expanded as proposed, the question would arise whether the definition of "mortgage-deed" in Section 2 (17) of Act II of 1899 should not be expanded in a similar way, so as to bring the provisions of the Indian Law into harmony with those of the English Law.

4. It is possible that there may be administrative objections to a change in the present definition of "mortgage-deed," and the Government of India are therefore unwilling to move further in the matter until it has been considered by all local Governments. I am accordingly to request that the Government of India may be favoured with the opinion of His Excellency the Governor in Council on the proposal in paragraph 4 of the letter of the Bengal Chamber of Commerce and on the further amendment indicated in paragraph 3 of this letter.—I have, &c.,

R. A. MANT, Under-Secy. to Govt. of India.

No. 1000, dated Calcutta, the 17th July 1902.

From the SECRETARY, BENGAL CHAMBER of COMMERCE, to the SECRETARY to the GOVERNMENT of INDIA, FINANCE and COMMERCE DEPARTMENT.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to draw the attention of the Government of India to the difficulty which is now experienced by Banks and Mercantile Firms generally, in determining the proper Stamp Duty to be paid on hypothecation of moveable property to secure balances of accounts current. The Indian Stamp Act of 1899, being the Act at present in force, provides by Article 6, Schedule I, that "any instrument evidencing an agreement to secure the repayment of a loan made upon the deposit of title deeds or other valuable security or upon *hypothecation of moveable property*" may be stamped with either the

same Duty payable on a Bill of Exchange or half of that Duty according as the loan is repayable within a year or within three months from the date of the advance.

2. This Article corresponded with Article 29, Schedule I, of the Indian Stamp Act of 1879, previously in force, and no difficulty was felt in determining the proper Stamp Duty until the decision of the Honourable the Chief Justice of Bengal and Mr. Justice Macpherson in the Queen-Empress *vs.* Debendra Nath Mitter (Indian Law Reports, Volume 27, Calcutta Series, page 587). In consequence of this decision, which the Committee understand is binding on the Revenue Authorities and on the Courts subordinate to the Calcutta High Court it appears that unless the whole advance is made at the same time that the Instrument of Hypothecation is executed, the deed of hypothecation must be stamped as a mortgage. The Committee are informed that the Board of Revenue construe this decision as determining that the higher Duty chargeable on a mortgage should be paid in every case where it is sought to secure any future advance on an existing account. The result of this is that the use of the recognised and well-understood forms of security is now practically prohibited without apparently any sufficient reason for the change.

3. The Government of India are, no doubt, aware that in the case of advances for short periods the documents of security, hitherto in use, were frequently renewed, and a substantial revenue paid to Government in excess of that which would be payable if a mortgage were kept open for a number of years. It was probably this consideration which influenced the legislature in providing for a smaller Duty when a loan is intended to be speedily repaid, and if this is so the intention is wholly defeated if the Act is to be construed so as to make the larger Duty payable whenever the whole amount of the intended advance is not made at one and the same time.

4. The Committee understand that the decision of the High Court, referred to above, embodies the correct legal interpretation of the Article in question. As, however, they can hardly conceive that it could have been the intention of the Legislature to place restrictions upon business in connection with the Hypothecation of moveable property, and to prevent the development of the system of cash credit accounts, I am directed to urge that Government

should take into early consideration the amendment of the Article in question. It is a recognised fact that the system of cash credit accounts has been a main feature in the success of the Scotch Banks and the consequent development of trade in Scotland. The system was gradually being introduced into this country, but has now been more or less stifled by the action of the Board of Revenue interpreting the Stamp Act in the light of the said decision. The Committee are advised that if Article 6, Schedule I, of the Stamp Act, were altered to read as follows, the desired end would be secured :—

"Agreement by way of equitable mortgage, that is to say, any instrument evidencing an agreement to secure by or upon the deposit of title deeds or other valuable security, or by or upon the Hypothecation of moveable property, the payment of any money advanced or lent at the time, or previously due and owing, or forborne to be paid, being payable, or for the repayment, with or without interest or commission of money to be thereafter lent, advanced, or paid, or which may become due upon an account current together with any sum already advanced or due, or without as the case may be."

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CHAMBER OF COMMERCE,
BOMBAY, 27th March 1903.

The UNDER-SECRETARY to GOVERNMENT, REVENUE DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 1839, dated 17th instant, with enclosures, relating to certain proposed amendments to Section 2 (17) and Article 6, Schedule I, of the Indian Stamp Act, II of 1899. In response to the request of Government for an expression of the opinion of the Chamber regarding these amendments, I am to say that the Chamber's approval of that of Section 2 (17) was conveyed by their letter, dated 7th August 1902, and that the amendment to Article 6, Schedule I, also appears to them desirable.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

No. 2639 OF 1903.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 21st April 1903.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated 27th ultimo, communicating the opinion of the Chamber on certain proposed amendments of the Indian Stamp Act, 1899, and to request that you will favour Government with a copy of the Chamber's letter of 7th August 1902 referred to therein.—I have, &c.,

J. MEAD, Under Secy. to Govt.

CHAMBER OF COMMERCE,

BOMBAY, 22nd April 1903.

The UNDER-SECRETARY to GOVERNMENT, REVENUE DEPARTMENT, Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 2639 of the 21st instant, and to forward as desired a copy of this Chamber's communication of 7th August 1902, to which reference was made in my letter of the 27th ultimo, relating to certain proposed amendments in the Indian Stamp Act.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX Y.

STAMP DUTY ON FIRE INSURANCE POLICIES.

THE BOMBAY ASSOCIATION OF FIRE INSURANCE AGENTS,

BOMBAY, 1st April 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We are directed by our Committee to request that you will submit to your Committee the enclosed copy of a memorial to Government, praying for the reduction of the Stamp Duty on Fire Insurance Policies to the nominal rate of one anna per policy—thus bringing it into conformity with the Stamp Act of the United Kingdom.

The memorial which has been prepared in co-operation with Calcutta, Madras and Burmah Fire Insurance Agents' Associations also the Karachi Agents, clearly indicates the position taken up by them all, giving full statistics in support of the statements brought forward, and it will be subscribed to by all.

Our Committee feel that the support of the various Chambers of Commerce is highly desirable, and that it will largely influence the reception the memorial will meet with from Government. They would therefore be glad to hear that the Chamber is willing to assist our Association to secure the advantages set forth in the memorial, and they trust your Committee will give the matter their favourable consideration.

We shall be obliged if you will take the earliest opportunity of submitting the papers to your Committee.—Yours, &c.,

FERGUSON & IRVINE, Secretaries.

To His EXCELLENCY LORD CURZON, P.C., VICEROY and GOVERNOR-GENERAL of INDIA in COUNCIL.

MAY IT PLEASE YOUR EXCELLENCY,—The Representatives of the Fire Insurance Agents' Association of Calcutta, Bombay, Madras

and Burmah and all the Fire Offices represented in Karachi, comprising all Fire Insurance Companies working throughout India and Burmah, beg to approach your Excellency's Government with reference to the incidence of the Stamp Duty on Policies of Fire Insurance under the Indian Stamp Act of 1899.

This tax has all along been felt to be a very oppressive one, and, as such, has formed the subject of persistent agitation for the past ten years on the part of both Fire and Marine Insurance Companies.

In the case of Marine Insurance Companies, as the result of a petition, dated 30th November 1892, from the Calcutta Marine Insurance Agents' Association (supported by the Bombay Underwriters' Association through the Government of Bombay)—in which that body pointed out, *inter alia*, that the incidence of the tax on Policies of Marine Insurance was exactly double its incidence in England, while in the case of Policies at low rates of premium the charge became relatively so heavy as to drive a large proportion of such business from India to England, thereby causing loss of revenue to the Government of India—a concession was granted, the principal suggestions of the Marine Association having been acceded to and given effect to in Act VI of 1894, an Act to amend the Indian Stamp Act of 1879, by which the rates of duty chargeable in India were assimilated to those levied in England.

In October 1894 the Bombay Association of Fire Insurance Agents petitioned your Excellency's Government on the subject of Stamp Duty on Policies of Fire Insurance, and in December 1895 they received a reply that Government would make no change. Prior to this decision, correspondence also took place between the Bengal Chamber of Commerce and the Government of Bengal in connection with the Bombay Association's Memorial, in which the views of the Calcutta Fire Insurance Agents' Association were communicated to Government, these indicating that the Calcutta Association did not support the petition of the Bombay Association which advocated a partial measure of relief only, but were of opinion that the only change acceptable was the adoption of a one-anna stamp on each policy, so assimilating the law in India to that prevailing in England, where one penny on each policy is the only stamp duty imposed.

In 1897, a Bill was introduced into your Excellency's Council to consolidate and amend the law relating to Stamps, and while this Bill was under discussion, further correspondence occurred, out of which your petitioners consider it will suffice to refer to the letter, No. 96 of 19th January 1898, from the Bengal Chamber of Commerce to the Government of Bengal, Financial Department, in which were summarized all the arguments previously adduced by the Calcutta Fire Insurance Agents' Association. These were, briefly, that they considered the total abolition of the existing tax desirable; that they hoped Government might see its way to dispense with a duty which augments the revenue in a very trifling degree; that it appeared anomalous to charge any duty on Re-insurance Policies in which no new interests are involved, and that in any case it appeared to them that Fire Insurance Policies in India should not be put on a worse footing than similar documents at home, which bear a one-penny stamp in all cases.

Your petitioners have collected a considerable volume of information with regard to the incidence of the duty on Policies of Fire Insurance in the Colonies and in several Foreign Countries, and they respectfully beg to point out that in no other portion of His Majesty's Dominions, nor in the Foreign Countries from which they have obtained returns, is the tax so oppressive as it is in India. They have tabulated this information and have also worked out tables showing the incidence of the tax in India on Policies for different periods and at different rates of premium, the comparison in both cases being based upon the proportion of tax to premium collected, this appearing to form the most convenient and striking way of looking at the question in support of their present contention. These tables show that the percentage of tax to premium amounts in the case of—

Policies	for	1 month to	5 to 40 per cent.
„	„	3 months to	3·75 to 30
„	„	6 months to	3·3 to 26·6
„	„	1 year to	3·75 to 30

whereas in no British Colony or Foreign Country does it in any case exceed 8 per cent., while it may be as low as $\frac{1}{10}$th per cent., except in some four Colonies where no duty whatever is charged.

The tables referred to are appended for your Excellency's information and consideration :—

Table showing Incidence of Stamp Duty in India on Fire Policies for 1 month at rates of premium varying from $\frac{1}{8}$th to 1 per cent.

Rate per cent.	Amount Insured.	Premium.	Stamp Duty payable at 2 As. per Rs. 1,000.	Percentage of Stamp Duty to Premium.
	Rs.	Rs. a. p.	Rs. a. p.	
$\frac{1}{4}$ of $\frac{1}{8}$ per cent. ...	1,00,000	31 4 0	12 8 0	40 o/o
$\frac{1}{4}$ of $\frac{3}{16}$ do. ...	,,	46 14 0	,,	26·666 ,,
$\frac{1}{4}$ of $\frac{1}{4}$ do. ...	,,	62 8 0	,,	20 ,,
$\frac{1}{4}$ of $\frac{5}{16}$ do. ...	,,	78 2 0	,,	16 ,,
$\frac{1}{4}$ of $\frac{3}{8}$ do. ...	,,	93 12 0	,,	13·333 ,,
$\frac{1}{4}$ of $\frac{7}{16}$ do. ...	,,	109 6 0	,,	11·428 ,,
$\frac{1}{4}$ of $\frac{1}{2}$ do. ...	,,	125 0 0	,,	10 ,,
$\frac{1}{4}$ of $\frac{5}{8}$ do. ...	,,	156 4 0	,,	8 ,,
$\frac{1}{4}$ of $\frac{3}{4}$ do. ...	,,	187 8 0	,,	6·666 ,,
$\frac{1}{4}$ of $\frac{7}{8}$ do. ...	,,	218 12 0	,,	5·714 ,,
$\frac{1}{4}$ of 1 do. ...	,,	250 0 0	,,	5 ,,

Table showing Incidence of Stamp Duty in India on Fire Policies for 3 months at rates of premium varying from $\frac{1}{8}$th to 1 per cent.

Rate per cent.	Amount Insured.	Premium.	Stamp Duty payable at 3 As. per Rs. 1,000.	Percentage of Stamp Duty to Premium.
	Rs.	Rs. a. p.	Rs. a. p.	
$\frac{1}{2}$ of $\frac{1}{8}$ per cent. ...	1,00,000	62 8 0	18 12 0	30 o/o
$\frac{1}{2}$ of $\frac{3}{16}$ do. ...	,,	93 12 0	,,	20 ,,
$\frac{1}{2}$ of $\frac{1}{4}$ do. ...	,,	125 0 0	,,	15 ,,
$\frac{1}{2}$ of $\frac{5}{16}$ do. ...	,,	156 4 0	,,	12 ,,
$\frac{1}{2}$ of $\frac{3}{8}$ do. ...	,,	187 8 0	,,	10 ,,
$\frac{1}{2}$ of $\frac{7}{16}$ do. ...	,,	218 12 0	,,	8·571 ,,
$\frac{1}{2}$ of $\frac{1}{2}$ do. ...	,,	250 0 0	,,	7·5 ,,
$\frac{1}{2}$ of $\frac{5}{8}$ do. ...	,,	312 8 0	,,	6 ,,
$\frac{1}{2}$ of $\frac{3}{4}$ do. ...	,,	375 0 0	,,	5 ,,
$\frac{1}{2}$ of $\frac{7}{8}$ do. ...	,,	437 8 0	,,	4·285 ,,
$\frac{1}{2}$ of 1 do. ...	,,	500 0 0	,,	3·75 ,,

Table showing Incidence of Stamp Duty in India on Fire Policies for 6 months at rates of premium varying from $\frac{1}{8}$th to 1 per cent.

Rate per cent.	Amount Insured.	Premium.	Stamp Duty payable at 4 As. per Rs. 1,000.	Percentage of Stamp Duty to Premium.
	Rs.	Rs. a. p.	Rs. a. p.	
$\frac{3}{4}$ of $\frac{1}{8}$ per cent. ...	1,00,000	93 12 0	25 0 0	26·666 o/o
$\frac{3}{4}$ of $\frac{1}{16}$ do. ...	,,	140 10 0	,,	17·777 ,,
$\frac{3}{4}$ of $\frac{1}{4}$ do. ...	,,	187 8 0	,,	13·333 ,,
$\frac{3}{4}$ of $\frac{5}{16}$ do. ...	,,	234 6 0	,,	10·666 ,,
$\frac{3}{4}$ of $\frac{3}{8}$ do. ...	,,	281 4 0	,,	8·888 ,,
$\frac{3}{4}$ of $\frac{7}{16}$ do. ...	,,	328 2 0	,,	7·618 ,,
$\frac{3}{4}$ of $\frac{1}{2}$ do. ...	,,	375 0 0	,,	6·666 ,,
$\frac{3}{4}$ of $\frac{5}{8}$ do. ...	,,	468 12 0	,,	5·333 ,,
$\frac{3}{4}$ of $\frac{3}{4}$ do. ...	,,	562 8 0	,,	4·444 ,,
$\frac{3}{4}$ of $\frac{7}{8}$ do. ...	,,	656 4 0	,,	3·809 ,,
$\frac{3}{4}$ of 1 do. ...	,,	750 0 0	,,	3·333 ,,

Table showing Incidence of Stamp Duty in India on Fire Policies for 1 year at rates of premium varying from $\frac{1}{8}$th to 1 per cent.

Rate per cent.	Amount Insured.	Premium.	Stamp Duty payable at 6 As. per Rs. 1,000.	Percentage of Stamp Duty to Premium.
	Rs.	Rs. a. p.	Rs. a. p.	
$\frac{1}{8}$ per cent. ...	1,00,000	125 0 0	37 8 0	30 o/o
$\frac{1}{16}$ do. ...	,,	187 8 0	,,	20 ,,
$\frac{1}{4}$ do. ...	,,	250 0 0	,,	15 ,,
$\frac{5}{16}$ do. ...	,,	312 8 0	,,	12 ,,
$\frac{3}{8}$ do. ...	,,	375 0 0	,,	10 ,,
$\frac{7}{16}$ do. ...	,,	437 8 0	,,	8·571 ,,
$\frac{1}{2}$ do. ...	,,	500 0 0	,,	7·5 ,,
$\frac{5}{8}$ do. ...	,,	625 0 0	,,	6 ,,
$\frac{3}{4}$ do. ...	,,	750 0 0	,,	5 ,,
$\frac{7}{8}$ do. ...	,,	875 0 0	,,	4·285 ,,
1 do. ...	,,	1,000 0 0	,,	3·75 ,,

Table showing the Proportion of Tax to Premium on Fire Policies in India compared with the Colonies and Foreign Countries.

	At premium of		
	2 as.%	4 as. %	8 as. %
India—6 annas p. Rs. 1,000/ insured.	30	15	7½ %
Mauritius—6 % on Premium.....	6	6	6 „
Victoria—1½ % on Premium.....	1½	1½	1½ „
Hongkong—10 cents p. $1,000 insured	8	4	2 „
25 cents on sums over $1,000, $10,000 insured.	2	1	½ „
$1,00,000 insured.	1/5th	1/10th	1/20th „
Manilla—¼ % on Premium up to $400.....	¼	¼	¼ „
$ 3 on Premium of $800	3/8ths	3/8ths	3/8ths „
$ 5 on Premium of $ 1,500.....	1/3rd	1/3rd	1/3rd „
$10 on Premium of $ 2,500 $15 on Premium of $ 3,750 ...	2/5ths	2/5ths	2/5ths „
$ 20 on Premium over $ 3,750, $ 10,000 Premium	1/5th	1/5th	1/5th „
Mexico—1 cent. p. $ 100 insured ...	8	4	2 „
Argentina—25 cents p. $ 5,000 insured	4	2	1 „
Uruguay—50 cents p. $ 5,000 insured	8	4	2 „
Porto Rico—½ % on Premium	½	½	½ „
South Australia—No Stamp Duty at present, but Bill before Legislature to charge 1¼ % on Premium.....	1¼	1¼	1¼ „
New Zealand—No Stamp Duty.			
Tasmania—No Stamp Duty.			
Singapore—No Stamp Duty.			
Shanghai—No Stamp Duty.			
Japan—2 Sen per Policy, say, ½d.			

Your Petitioners trust that the information afforded by these statements will be found sufficiently convincing by your Excellency's Government, and they, therefore, pray that the Indian Stamp Act, so far as the stamping of Fire Insurance Policies is concerned, may be brought into conformity with the Stamp Act of the United Kingdom, and that the present Schedule be cancelled and a Stamp of one anna only be charged upon each Fire Insurance Policy issued. They also pray that the Stamp upon Re-insurance Policies be reduced to one anna per Policy.

And your Memorialists, as in duty bound, will ever pray.

CHAMBER OF COMMERCE,

BOMBAY, 16th April 1903.

The SECRETARIES, the BOMBAY ASSOCIATION of FIRE INSURANCE AGENTS, Bombay.

DEAR SIRS,—I am instructed to acknowledge the receipt of your letter of the 1st instant, and to say that the Committee of the Bombay Chamber of Commerce will be glad to support the memorial in question, and will address the Bombay Government on the subject in due course.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 13th July 1903.

The SECRETARY to GOVERNMENT, REVENUE DEPARTMENT, Bombay.

SIR,—The Committee of the Bombay Chamber of Commerce have received from the Bombay Association of Fire Insurance Agents a copy of a memorial addressed by them to His Excellency the Viceroy praying for reduction of the Stamp Duty on Fire Insurance Policies to the nominal rate of one anna per policy. The memorial in question has been read by my Committee, and under their instructions I now have the honour to hand you a copy of it, to express their approval of the representations and arguments set forth in it, and to beg that His Excellency the Governor in Council may be

pleased to communicate to the Government of India, with such support as he may be able to accord, the favourable sense in which they regard the proposal in question.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

No. 4885 OF 1903.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 23rd July 1903.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated 13th instant, and to state that a copy of it, together with the copy of the memorial from the Bombay Association of Fire Insurance Agents accompanying it, has been forwarded to the Government of India. I am to add that the Government of India have been informed, with reference to the proposal made in the memorial, that in the opinion of this Government any measure which without large sacrifice of revenue would minimise discouragement of insurance against fire deserves favourable consideration.—I have, etc.,

J. MEAD, Under-Secy. to Govt.

APPENDIX Z.

SUGAR DUTIES.

DUTCH SUGAR.

BOMBAY, 3rd February 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—As regular importers of sugar to Bombay, we beg to call the attention of the Committee of the Chamber to the following facts regarding the levying of countervailing or additional duties on Dutch sugar, and to ask that the Committee may consider them with a view to making a representation to the Government of India.

Act No. XIV of 1899 empowers Government to impose an additional duty equal to the *net* amount of the bounty or grant given by the country of production (see enclosure 1).

The net bounty given on Dutch sugar for the season 1st August 1901 to 31st July 1902 was approximately 1*s.* 1¼*d.* (= 13¼ *annas*) per cwt. as the bounty was 2*s.* 2¼*d.* per 100 Kilos, say, 2*s.* 2½*d.* per bag of 2 cwts. (see enclosure 2 and 2 A).

The actual countervailing duty levied as per Government Notification was as follows :—

Rs. 1-1-5 *per cwt.* from 7th May 1901 to 31st March 1902 as per No. 2479—S. R. of 7th May 1901.

As. 15-11 *per cwt.* from 1st March 1902 to 12th December 1902 as per No. 817—S. R. of 7th February 1902.

As. 13-3 *per cwt.* from 12th December onwards as per No. 6460—S. R. of 12th December 1902.

Enclosures 3 *&* 4 are letters which have passed between ourselves and the Government of India on the subject.

We presume we are justified in assuming that Government are only entitled to levy duties in accordance with the laws on the subject, and if this is so, and if the information of the British Consul

at Amsterdam is correct, the amount of duty which the Government of India were entitled to charge on the shipments from Holland from 1st August 1901 to 31st July 1902 was approximately As. 13¼, whereas the amount actually charged was :—

Rs. 1-1-5 from 1st August 1901 to 1st March 1902.

As. 15-11 from 1st March 1902 to 31st July 1902.

As will be seen from attached copies of letters exchanged between the Government of India and ourselves, the Government decline to consider the question of a refund of the excess duty, if any, charged, and further state that they intend to continue levying duties arbitrarily by Government Notifications without any adjustment by refunds.

Now, while we do not say that it would be impossible for the trade generally to carry on business with duties levied in accordance with Government notifications at certain fixed periods, even though not in accordance with the law, it certainly is quite impossible for any one to carry on anything but a hopelessly speculative business if Government notifications are to be issued as they have been in the instances quoted above.

And when we add further that private information to hand points to the probability of the Dutch Bounty amounting to something like 1*s.* 6*d.* (Rs. 1/2) for the season 1902-03 and that at the very time this information reached India, Government reduced the duty to As. 13-3, the helpless position of any merchant dealing in Dutch sugar must be obvious : because it is only reasonable to suppose that if the information which we have received is correct and reaches Government, they will without any warning raise the duty to what they understand to be the equivalent of the present bounty.

But if, as we believe, Government are entitled only to charge a duty equal to the *net* amount of the bounty, then we cannot see why the actual duty should not be charged, or, if it is impossible to ascertain it exactly at the beginning of the season, why a safe amount should not be charged and the matter adjusted by a refund at the end of the season, as has been quite readily and conveniently done in the case of Austro-Hungarian sugar.

We beg to submit the case of these duties to the Committee of the Chamber in the hope that they will, with as little delay as possible,

memorialize the Government of India on the subject, and so enable both European and Native merchants to carry on their legitimate business on sound lines.

The question is one which particularly affects the trade of Bombay Presidency and Sind, as they do not produce, and have not for many years produced, sufficient sugar to meet their requirements: it is therefore absolutely necessary that they should import unless they are to be starved in the matter of sugar.

As the Committee are no doubt aware the countervailing duties imposed by the Government of India have effectively counteracted the bounties given by the Beet producing Countries and all sugars now compete for the Indian trade on the same basis, provided the provisions of the law are carried out.—We are, &c.,

For the Bombay Company, Limited,

M. REID, Managing Director.

ENCLOSURE 1.

ACT No. XIV OF 1899.

"8a. (1) Where any country, dependency or colony pays or bestows, directly or indirectly, any bounty or grant upon the exportation therefrom of any article and the article is chargeable with duty under the provisions of this Act, then, upon the importation of any such article into British India, whether the same is imported directly from the country of production or otherwise, and whether it is imported in the same condition as when exported from the country of production or has been changed in condition by manufacture or otherwise, the Governor-General in Council may, by notification in the *Gazette of India*, impose an additional duty equal to the *net* amount of such bounty or grant, however the same be paid or bestowed.

"(2) The net amount of any such bounty or grant as aforesaid shall be, from time to time, ascertained, determined and declared by the Governor-General in Council, and the Governor-General in Council may, by notification in the *Gazette of India*, make rules for the identification of such articles and for the assessment and collection of any additional duty imposed upon the importation thereof under Sub-Section (1)."

ENCLOSURE 2.

BRITISH CONSULATE,

AMSTERDAM, 7th October 1902.

To the AGENT for the BOMBAY CO., LD., 9, AUSTIN FRIARS, London, E. C.

SIR,—With reference to your correspondence with this office in August last I now have the pleasure to inform you that the sugar bounty for the year 1901-1902 amounts to—

For the Manufacturers,	Florins 1·16½	= 1*s.* 11½*d.*	per cwt.
For the Refiners	„ 0·15½	= 3*d.*	„
or totally	„ 1·32	= 2*s.* 2½*d.*	„

I have, &c.,

W. C. ROBINSON, H. B. M.'s Consul.

ENCLOSURE 2 A.

BRITISH CONSULATE,

AMSTERDAM, 9th October 1902.

M. R. WYER, ESQ., 9, AUSTIN FRIARS, London, E. C.

DEAR SIR,—In receipt of your favour of the 8th instant, I regret to say that a clerical error was made in my letter of the 7th instant. The bounty is per *100* K. G. or 2 cwt.

There is no maximum rate per cwt. on refined sugar; it depends entirely upon the amount of production.—I have, &c.,

W. C. ROBINSON, H. B. M.'s Consul.

ENCLOSURE 3.

BOMBAY, 4th November 1902.

The SECRETARY to GOVERNMENT of INDIA,
FINANCE & COMMERCE DEPARTMENT, Simla.

DEAR SIR,—We understand that the countervailing duty on Dutch sugar, charged during the season ending 31st August 1902, was considerably in excess of the actual bounty paid in Holland.

We should be glad to know at your earliest convenience whether the excess amount levied will be refunded to us on our producing satisfactory proofs as to the amount of the bounty paid in Holland, and we enclose copies of two letters addressed to our London Agent by the British Consul at Amsterdam.

We should also be much obliged if you will inform us whether the old season's countervailing duty would be levied on Dutch sugar if produced during the old season though exported in the new. We believe it to be the case that the bounty is given by the Dutch Government on the year's production, irrespective of the quantity exported.—I have, &c.,

For the Bombay Company, Limited,

E. J. HAWKE, Managing Director.

ENCLOSURE 4.

No. 6279-S. R.

GOVERNMENT OF INDIA, FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, 28th November 1902.

To the MANAGING DIRECTORS, THE BOMBAY COMPANY, LD.,
Bombay.

SIR,—In reply to your letter, dated the 4th November 1902, I am directed to say that the rates of countervailing duty prescribed in the Notification in this Department, No. 817-S.R., dated the 7th February 1902, apply to all Dutch sugar imported after the 1st March 1902, irrespective of the season in which it was produced. The rates may be varied by notification from time to time, but the duty is not subject to any adjustment on account of refunds.—I have, &c.,

R. A. MANT, Under-Secy. to Govt. of India.

BOMBAY, 4th February 1903.

The SECRETARY, BOMBAY CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—We have been favoured by Messrs. The Bombay Company, Ld., with a copy of their yesterday's letter to you *re* Dutch sugar, and we fully endorse with what they write therein on the subject.

We therefore consider it necessary that your Committee should memorialise the Government of India with as little delay as possible, as the position of importers under the present conditions of uncertainty is a very unsatisfactory one, and, as far as we are concerned, we find that forward business in Dutch sugar is out of the question—I have, &c.,

per pro Ralli Brothers,

" W. W. PETRIE.

CHAMBER OF COMMERCE,

BOMBAY, 10th February 1903.

To the SECRETARY to GOVERNMENT, REVENUE DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to bring to the notice of Government the following facts regarding the system under which the additional duties on Dutch sugar are at present assessed and levied. These facts have had the careful consideration of the Committee, and I am to say that in their opinion the effect must be to preclude all legitimate trade in the article in question and to render purely speculative any such forward business as may be engaged in.

2. Act XIV of 1899, Section 8*a* (1), empowers Government to impose an additional duty "equal to the net amount of such bounty or grant, however the same may be paid or bestowed." Sub-Section (2) goes on to say "that the net amount of any such bounty or grant 'as aforesaid' shall be from time to time ascertained, determined and declared by the Governor-General in Council." It seems, therefore, doubtful whether the Government has power to impose an additional duty other than such as shall be "equal to the net amount of such bounty or grant, however the same be paid or bestowed." But it is unnecessary, my Committee believe, to labour a technical point in the presence of such very urgent practical objections as exist, to the present position as defined in the following paragraph.

3. The net bounty given on Dutch sugar for the season, 1st August 1901 to 31st July 1902, was 2s. 2¼d. per 100 kilos, or about 2s. 2¼d. per bag of 2 cwts., this sum representing 1s. 1¼d. or 13¼ annas per cwt.

On the other hand, the additional duties levied on such sugar as per Government notification was as follows :—

Rs.	a.	p.		
1	1	5	per cwt.	from 7th May 1901 to 1st March 1902 (*see* No. 2479—S.R. of the 7th May 1901).
0	15	11	„	from 1st March 1902 to 12th December 1902 (*see* No. 817—S.R. of 7th February 1902).
0	13	3	„	from 12th December onwards (*see* No. 6460—S.R. of the 12th December 1902).

It will be seen that the amount of duty levied was considerably in excess of the actual bounty given on the exports from Holland during the twelve months, 1st August 1901 to 31st July 1902.

4. In the face of these facts, a request has been, as the Committee are aware, made by individual importers to the Government of India for the establishment in respect of Dutch sugar of such a system of refunds of excess duties as at present exists in respect of Austro-Hungarian sugar ; but the terms of the reply, as communicated to the Chamber, show that Government may continue to levy duties entirely out of relation to the amount of the bounty or grant, and to revise them in a manner and at times entirely incalculable.

5. It is not contended that it would be impossible for trade to adapt itself to purely arbitrary rates of duty if these rates were constant for a stated period ; but it is palpably impossible for any but speculative and unhealthy business to exist when even an arbitrary rate is liable to be revised at any moment. At the present moment, for instance, it is understood that the Dutch bounty for the season 1902-03 will amount to some 1s. 6d. (say, Re. 1-2) ; but at the very time when this fact became known to the trade, Government reduced the additional duty to As. 13-3. It might be reasonable to expect that when the prospective rate of bounty becomes known to the Government, the duty will be suddenly raised without warning ; but there is no certainty on the point, and consequently all legitimate forward business in Dutch sugar is, for the time being, impossible.

6. The situation is one that the Committee have the honour to commend very urgently to the immediate attention of the Government. The production of sugar in Bombay and Sind is notoriously

inadequate to their needs, and a continued arrest of importation would be injurious in every way. The Committee desire me, therefore, to submit that if it is impossible to ascertain with exactness the amount of bounty to be paid on Dutch sugar in a certain period, an effort should be made to obtain as near an approximation as possible, and that a system of refunds of excess duties should be established without delay. I am to point out that importers are generally in a position to know at the beginning of a season what the approximate bounty will be, and by discounting the refund they not only help business but give the benefit of such refund to the consumers.

7. The matter being one of great urgency the Committee have directed me to forward a copy of this letter direct to the Government of India in anticipation of His Excellency the Governor's being able to support its representations by telegram.—I have, &c.,

J. M. DICK, Chairman.
FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 11th February 1903.

The SECRETARY to the GOVERNMENT of INDIA,
FINANCE AND COMMERCE DEPARTMENT, Calcutta.

SIR,—The Committee of the Bombay Chamber of Commerce have addressed the Government of Bombay regarding the system under which the additional duties on Dutch sugar are at present assessed and levied.

The matter being one of great urgency, I have been instructed by the Committee to wait upon you with a copy of the said representation, and to beg that you will be so good as to place it before His Excellency the Viceroy in Council.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 1100 OF 1903.
REVENUE DEPARTMENT,
BOMBAY CASTLE, 14th February 1903.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 10th instant, communicating the views of the Chamber of Commerce, Bombay, regarding the system under which countervail-

ing duties on Dutch sugar are at present assessed and levied, and to state that the matter will receive the prompt attention of Government.—I have, &c.,

J. MEAD, Under-Secy. to Govt.

No. 885-S. R.

GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, the 17th February 1903.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt, with your letter of the 11th instant, of a copy of a representation of the Bombay Chamber of Commerce regarding the system under which the additional duties on Dutch sugar are at present assessed and levied. The representation will be laid before the Government of India.—I have, &c.,

R. A. MANT, Under-Secy. to Govt. of India.

No. 2155 OF 1903.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 27th March 1903.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the letter from the Chamber of Commerce, Bombay, dated 10th February last, I am directed to explain to the Chamber that, since the net rate of bounty paid in Holland in any particulur year is not ascertainable until the year has closed and the accounts of the Dutch Excise Department are made up, the Government of India have made it a practice to levy duty for the ensuing year at a rate corresponding to the net bounty ascertained to have been paid in the previous year. No refunds can therefore be allowed. I am to explain that the rate is not arbitrarily revised at any moment, but is changed only when the Government of India receive official information of the net bounty as declared by the Dutch Government.—I have, &c.,

J. MEAD, Under-Secy. to Govt.

CHAMBER OF COMMERCE,

BOMBAY, 23rd April 1903.

The SECRETARY to GOVERNMENT,

REVENUE DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 2155, dated 27th March, on the subject of the claim advanced by importers of Dutch sugar for refund of the sums by which the extra duty actually levied on such sugar has exceeded the amount of the bounty or grant to be countervailed.

2. The Committee regret that Government have not seen their way to deal more fully with the points raised, and to state whether there is any practical difficulty in adopting for Dutch sugar the system which has worked so satisfactorily in the case of Austro-Hungarian sugar, and which seems to comply with both the wording and intention of the Act.

3. In that letter it is stated that "the Government of India have made it a practice to levy duty for the ensuing year at a rate corresponding to the net bounty ascertained to have been paid in the previous year."

4. I am instructed to submit that the practice stated by you to be in force does not appear to the Committee to be reconcilable with the facts set forth in the third paragraph of my letter of the 10th February last, *e.g.*, that Government had altered the rate of duty on the three dates—7th May 1901, 7th February 1902 and 12th December 1902.

5. It appears that for one reason or another the amount of the bounty paid is known to merchants much sooner than to Government. Information was necessarily sought by them as a basis for their transactions and was properly so used by them. On the other hand it has been shown that the rates of duty periodically fixed bore no calculable relation to this real basis. They exceeded the amount of the bounty paid upon the particular article imported, and to that extent they conflicted with the wording of the Act and vitiated all the legitimate business done in the particular article in a particular period. It is felt by my Committee that the practice of levying on a particular article in one year duty equal to the bounty paid on a similar article in another year is not consistent with the only natural

interpretation of the provision that the Government may levy upon a particular article a duty equal to the bounty paid on that article. But they have always found Government so ready to entertain any rational representations on behalf of trade that they prefer to found their renewed intervention upon the less technical consideration that the adoption of such a practice especially without due notice to the trade would, in its nature, be as inequitable and in its effect as injurious as the arbitrary revision of scale which Government now expressly deprecates. The Committee hope that Government will reconsider the matter and communicate their decision at as early a date as possible.—I have, &c.,

J. M. DICK, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 61-M. of 1903.

REVENUE DEPARTMENT,

MAHABLESHWAR, 2nd May 1903.

From the CHIEF SECRETARY to the GOVERNMENT of BOMBAY, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated 23rd April 1903, containing a further representation from the Chamber of Commerce, Bombay, regarding the system under which countervailing duties are assessed and levied on Dutch sugar, and to state that it has been forwarded to the Government of India for orders which, when received, will be communicated to the Chamber.—I have, &c.,

J. MUIR MACKENZIE, Chief Secretary to Government.

No. 4143 of 1903.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 25th June 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of the letter from this Government, No. 61-M., dated 2nd May 1903, on the subject of countervailing duties on Dutch sugar, I am directed to inform you that the Government of India have now been pleased to decide that in future duty shall be levied in the first instance at the full rate of bounty allowed under the Dutch Law, and that as soon as the net bounty actually

paid is ascertained and declared, a refund shall be allowed to the importers of the difference between the duties levied and the net bounties received. I am to add that refunds will accordingly be allowed in respect of the sugar imported from Holland in the sugar year, 1st September 1901 to 31st August 1902, and to invite the attention of the Chamber to the notifications of the Government of India, Nos. 3494-S. R. and 3496-S.R., dated 11th June 1903, republished at pages 740-741 of Part I of the *Bombay Government Gazette*, dated 18th idem.—I have, &c.,

J. MEAD, Under-Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 2nd July 1903.

The SECRETARY to GOVERNMENT, REVENUE DEPARTMENT,
Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 4143 of the 25th ultimo, and to convey to Government their thanks for the information you have been good enough to supply on the subject of countervailing duties on Dutch sugar.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

CUSTOMS CIRCULAR No. XIII OF 1903.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Dated SIMLA, the 15th June 1903.

The Government of India have had under consideration the system under which countervailing duties have been assessed and levied on Dutch sugar. It has hitherto been the practice to levy the duty on such sugar in each year at a rate corresponding to the net bounty ascertained to have been paid in the previous year. In consequence of certain objections which have been raised to this system, the Government of India have decided that in future duty shall be levied in the first instance at the full rate of bounty allowed under the Dutch Law, and that as soon as the net bounty actually paid is ascertained and declared, a refund shall be allowed to the importers of the difference between the

duties levied and the net bounties received. Refunds will accordingly be allowed in respect of the sugar exported from Holland to India in the sugar year, 1st September 1901 to 31st August 1902.

2. Customs Circulars Nos. XI and XII of 1903 show the steps which have been taken to give effect to the above decision.

CUSTOMS CIRCULAR No. IX OF 1903.

No. 3188-S. R., dated the 2nd June 1903.

From the SECRETARY to the GOVERNMENT of INDIA, FINANCE and COMMERCE DEPARTMENT, to the SECRETARY to the GOVERNMENT of MADRAS, REVENUE DEPARTMENT.

SIR,—I am directed to acknowledge the receipt of your letter No. 1141, dated the 9th May 1903, regarding the rates of additional and special duties to be charged on imports of sugar in respect of which no certificate of origin is produced as required by the rules published with the Notification of the Government of India in this Department, No. 4439-S.R., dated the 14th August 1902. Under rule 3 (3) of those rules, sugar in respect of which no certifiate of origin has been produced and which is consequently detained by the Customs Collector, may be cleared by the owner on payment of additional or special duty at such rates not exceeding the highest rate of additional or special duty leviable upon any class of sugar as the Governor-General in Council may, by general or special order, fix in this behalf.

2. In reply I am to say that for the purposes of that sub-rule duty should be assessed at the highest rates leviable on any sugar imported into India, *i.e.*, for the present at the rates leviable on sugar imported from the Argentine Republic. If, however, the Chief Customs authority has reasonable grounds for believing that the sugar is the product of any particular country, he should exercise the discretion allowed to him under rule 4 and assess the duty at the rates payable on sugar imported into India from that country.

CUSTOMS CIRCULAR No. XI OF 1903.

Notification by the Government of India, Finance and Commerce Department, No. 3494-S.R., dated the 11th June 1903.

In exercise of the power conferred by sub-section (2) of section 8-A of the Indian Tariff Act, 1894 (VIII of 1894, as amended by Acts III of 1896, XIV of 1899 and VIII of 1902), and in superses-

sion of the rates of additional duty on the kinds of sugar exported from Holland, mentioned in the Notification in this Department, No. 6460-S. R., dated the 5th December 1902, the Governor-General in Council is pleased to declare that the rates shall be revised as follows, with effect from the 20th of June 1903:—

For

Kinds of sugar.	Bounties bestowed.	Additional duties to be levied.
		Per cwt. Rs. a. p.
Raw sugar produced in Holland from beet-roots.	1·16 florins per 100 kilograms of hard refined.*	0 11 9
Sugar refined from beet-root raw sugar produced in Holland.	1·31 florins per 100 kilograms.	0 13 3
Sugar refined from imported raw sugar ...	·15 florin per 100 kilograms, in addition to bounty, if any, allowed on the raw sugar by the country of production.	0 1 6 in addition to countervailing duty, if any, on the raw sugar.

* The output of refined sugar from raw is computed by deducting from the polarization of the raw sugar twice the glucose, four times the ashes, and one and a half per cent. for loss in refining.

Read

Kinds of sugar.	Bounties bestowed.	Additional duties to be levied.
		Per cwt. Rs. a. p.
Raw sugar produced in Holland from beet-roots.	1·75 florins per 100 kilograms of hard refined.*	1 1 9
Sugar refined from beet-root raw sugar produced in Holland.	1·94 florins per 100 kilograms.	1 3 8
Sugar refined from imported raw sugar ...	·19 florin per 100 kilograms, in addition to bounty, if any, allowed on the raw sugar by the country of production.	0 1 11 in addition to countervailing duty, if any, on the raw sugar.

* The output of refined sugar from raw is computed by deducting from the polarization of the raw sugar twice the glucose, four times the ashes, and one and a half per cent. for loss in refining.

CUSTOMS CIRCULAR No. XII of 1903.

Notification by the Government of India, Finance and Commerce Department, No. 3496—S. R., dated the 11th June 1903.

The Governor General in Council is pleased to direct that refunds shall be made of the difference, as indicated below, between (*a*) the rates of additional duty actually charged on the different kinds of Dutch sugar imported into India which were shipped from Holland, or from ports of other countries, from the 1st September 1901 to the 31st August 1902, inclusive, and (*b*) the rates now ascertained to be chargeable thereon after making allowance for the maximum bounty paid by the Government of the Netherlands. Such refunds will be made to the importers concerned, that is to say, to the person by whom the duty was originally paid, on application to the Collector of Customs to whom the duty was paid, evidence that the sugar was exported from Holland during the period mentioned above and evidence regarding the rate and amount of duty paid being furnished to the satisfaction of the Collector.

Kinds of sugar.	(*a*) Rates of additional duty actually charged.		(*b*) Rates now ascertained to be chargeable.	Difference to be refunded.	
	From the 1st September 1901 to the 28th February 1902.	From the 1st March 1902 to the 31st August 1902.	From the 1st September 1901 to the 31st August 1902.	On sugar on which the rates in column 2 have been charged.	On sugar on which the rates in column 3 have been charged.
1	2	3	4	5	6
	Per cwt.	Per cwt.	Per cwt.	Per cwt.	Per cwt.
	Rs. a. p.	*Rs. a. p.*	*Rs. a. p.*	*Rs. a. p.*	*Rs. a. p.*
Raw sugar produced in Holland from beet-roots.	0 15 3	0 14 0	0 11 9	0 3 6	0 2 3
Sugar refined from beet-root raw sugar produced in Holland.	1 1 5	0 15 11	0 13 3	0 4 2	0 2 8
Sugar refined from imported raw sugar.	0 2 3	0 1 11	0 1 6	0 0 9	0 0 5

BOMBAY, 9th July 1903.

To the Secretary, CHAMBER of COMMERCE, Bombay.

DUTCH SUGAR.

Countervailing Duties.

DEAR SIR,—With reference to the Notification, "Finance & Commerce Department," dated Bombay Castle, 17th June 1903, increasing the countervailing duty on Dutch sugar from Re. 0-13-3 to Rs. 1-3-8, and bearing in mind the letter of the Bombay Revenue Department to you, No. 2155 of 1903, 27th March, stating that the Government of India have made it a practice to levy duty for the ensuing year at a rate corresponding to the net bounty ascertained to have been paid in the previous year, I would suggest that the Chamber should write to Government recommending that in face of the rule laid down by their above mentioned letter, they should allow all *bona fide* contracts made in London before the 11th June 1903 to enter India by paying Re. 0-13-3 countervailing duty.

Merchants in face of the letter of the 27th March to you were perfectly justified in taking it as granted that they could safely calculate up to August next, Re. 0-13 3, *viz.*, the countervailing duty obtaining at the time they were effecting their purchases, and it would be a hardship on them to have now to face the loss.

It also seems to me that Government have overlooked the fact that the Dutch sugar, which has been exported to India since September 1902, belongs to the 1901-1902 crop and has in consequence received a bounty equal to Re. 0-13-6 and proved by certificates accompanying each lot.

Were Government to charge this sugar Re. 1-3-8 they would be acting against the spirit of the Act which is to charge a countervailing duty equal to the net amount of bounty received.

As you will notice from the enclosed copies (which please return) the Karachi Chamber of Commerce have already memorialized Government on the subject, and I think it would strengthen their position if our Chamber was to take up the matter also and the more so as in face of the said letter of the 27th March to you, I think, we have quite a strong case.—I have, &c.,

A. ZYGOURAS.

No. 324 of 1903.

CHAMBER OF COMMERCE,
KARACHI, 29th June 1903.

From the SECRETARY, KARACHI CHAMBER of COMMERCE, to the SECRETARY to the GOVERNMENT of INDIA, FINANCE and COMMERCE DEPARTMENT, SIMLA.

SIR,—With reference to this Chamber's memorial, dated 16th May 1903, to the address of His Excellency the Viceroy and Governor-General of India on the subject of the refund of countervailing duties on Dutch sugars levied in excess of the actual bounty paid by the country of production (copy of which is enclosed for easy reference), my Committee would beg to express their satisfaction that the Government of India have been pleased, under Notification No. 3496-S. R., dated 11th June 1903, to sanction the refund of all excess duties levied on such sugars so far as shipments before the 31st August 1902 are concerned, by which they understand that the Government of India accept and recognise that, under Act XIV of 1899, the Countervailing Duty levied in this country should in no case exceed the bounty which has been bestowed on the goods imported in the country of production.

It would however appear to my Committee that in making the refunds payable on Dutch sugars for the season 1901-1902, applicable only to shipments prior to the 31st August 1902, the Government of India have lost sight of the fact that in the Netherlands the bounty is not paid on exportation but on crop production for exportation, and consequently many shipments made after the 31st August 1902 enjoy the bounty of the Crop 1901-02, irrespective of whether they have been shipped before or after the 31st August 1902.

Such shipments are in all cases accompanied by certificates and affidavits made before the British Consul, showing to what season's crop the particular sugar belongs, and what bounty it has actually enjoyed, which certificates are lodged at the Customs House at the port of importation.

My Committee therefore desire me to express the hope that the Government of India will make Government Resolution, 3496-S. R., dated 11th June 1903, applicable to *all sugars* which have enjoyed the bounty of the season, 1901-1902, *viz.*, 1·31 florins per 100 kilos or

13½d. per cwt., irrespective of the date of shipment, as in view of the certificates already referred to, the identification of such sugar cannot present any difficulty, and unless refund of excess levied over and above the bounty actually received is paid, importers will be put to serious loss.

My Committee interpret Government Resolution, 3494 of 11th June 1903, to mean that the Government of India desire to levy on Dutch sugars of the new crop the highest bounty permissible, with a view of adjusting the same by refunds on the actual bounty being declared at the end of the year.—I have, &c.,

(Sd.) C. H. CHETHAM, Secretary.

No. of 1903.

CHAMBER OF COMMERCE,

KARACHI, 30th June 1903.

From the CHAIRMAN, KARACHI CHAMBER of COMMERCE, to the COMMISSIONER IN SIND, KARACHI.

SIR,—With reference to this Chamber's memorial, dated 16th May 1903, to His Excellency the Viceroy on the subject of refund of countervailing duties on Dutch sugars levied in excess of the actual bounty paid by the country of production, submitted through you, my Committee observe with satisfaction that the Government of India have been pleased, under Notification No. 3496-S. R., to sanction the refund of all excess duties levied on such sugars, but, with regard to shipments made before the 31st August 1902 only, by which it would appear that the Government of India accept and recognise that, under Act XIV of 1899, the countervailing duty levied in this country should in no case exceed the bounty paid in the country of production on the goods imported.

My Committee would beg to point out that in making the refunds payable on Dutch sugars for the season 1901-1902 applicable only to shipments made prior to 31st August 1902, the Government of India have apparently lost sight of the fact that in the Netherlands the bounty is not paid on exportation but is paid on the crop production for exportation, which means that many shipments made after the 31st August 1902 received the bounty of the crop of 1901/1902 irrespective of whether they have been shipped prior to or later than the

31st August 1902, and as such shipments are in all cases accompanied by certificates and affidavits made before the British Consul showing to what season's crop the particular sugar belongs and what bounty it has actually received, which certificates are lodged at the Custom House at the port of importation, their identification presents no difficulty, and unless refund of excess duty levied over and above the bounty actually received is paid, importers will be put to serious loss.

My Committee interpret Government Resolution No. 3494-S. R. of 11th June 1903 to mean that the Government of India desire to levy on Dutch sugars of the new crop, 1902-1903, the highest bounty permissible, with a view of adjusting the same by refunds on the actual bounty being declared at the end of the year.

My Committee desire to place the above before you as an addendum to the memorial above referred to, and express the hope that you will be pleased to urge on Government the necessity of their making the Resolution No. 3496-S. R., dated 11th June 1903, applicable to all sugars which have enjoyed the bounty of 1901-1902, *viz.*, 1·31 florins per 100 kilos irrespective of the date of shipment.—I have, &c.,

.....

Chairman.

CHAMBER OF COMMERCE,

BOMBAY, 17th July 1903.

The SECRETARY to the GOVERNMENT of INDIA, DEPARTMENT of FINANCE and COMMERCE, SIMLA.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to address you on the subject of a Notification, No. 3494-S. R., of the Government of India, Finance and Commerce, dated 11th June 1903, by which it was intimated that the additional duty on refined Dutch sugar was increased from 0-13-3 to 1-3-8.

2. It is understood that this increase in the additional duty is made in conformity with the decision of the Government of India "that in future duty should be levied in the first instance at the

" full rate of bounty allowed under the Dutch Law ; and that " as soon as the net bounty actually paid is ascertained and declared, " a refund shall be allowed to the importers of the difference " between the duties levied and the net bounties received." This decision was communicated to this Chamber by a letter from the Government of Bombay, Revenue, No. 4143, dated 25th June 1903.

3. But I am to ask that Government will take into consideration that, up to the date of the announcement of this decision, merchants necessarily regulated their transactions in conformity with the notification of the 5th December 1902 which fixed the rate of such additional duty at 0-13-3. Not only were they justified in taking that rate as the basis of their contracts, but to have done otherwise would have been inconsistent with legitimate commerce ; and it is assumed that Government would desire to avoid such encouragement of mere speculation as would result from the removal of a secure basis of calculation. Under the notification now issued a merchant who has sold on the basis of 0-13-3 will be required to pay duty at the rate of 1-3-8, and will ultimately receive as refund the difference between this last figure and the amount of bounty actually paid. This bounty is reckoned at about 1-2-0 for the current year, so that the importer will receive only some 0-1-8 as against the 0-6-5, which represents the difference between the duty properly allowed for and the duty actually levied.

4. It is therefore respectfully submitted that Government should declare all refined Dutch sugar under *bona fide* contracts made in London before the 11th of June last, admissible into India on payment of duty at the rate of 0-13-3, or should, for purposes of refund in respect of such contracts, recognise that rate of 0-13-3 as " the rate now ascertained to be chargeable thereon."

5. I am to point out, in support of this recommendation, that the Dutch sugar that has been exported to India since September 1902 belongs to the 1901-1902 crop, that it has received a bounty equal to 0-13-6, and that these facts are proved by certificates accompanying each lot.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 17th July 1903.

The SECRETARY to GOVERNMENT, REVENUE DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to wait upon you with a copy of a communication addressed by them to the Government of India on the subject of the new levy of additional duty on refined Dutch sugar at the rate of the maximum bounty permitted under the Dutch Law.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 5536 OF 1903.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 14th August 1903.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated 17th July 1902, forwarding copy of a communication addressed by the Chamber of Commerce to the Government of India regarding the levy of additional duty on refined Dutch sugar at the rate of the maximum bounty permitted under the Dutch Law.—I have, &c.,

J. MEAD, Under-Secretary to Government.

No. 4449-S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, the 22nd July 1903.

From R. A. MANT, ESQ., I.C.S., UNDER-SECRETARY to the GOVERNMENT of INDIA, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 17th July 1903, regarding the rates of countervailing duty on sugar imported from Holland, and to say that it will be submitted for the consideration of the Government of India.—I have, &c.,

R. A. MANT, Under-Secretary to the Government of India.

No. 4866-S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, the 11th August 1903.

From R. A. MANT, ESQ., I.C.S., UNDER-SECRETARY to the GOVERNMENT of INDIA, to the SECRETARY, CHAMBER of COMMERCE, BOMBAY.

SIR,—I am directed to refer to your letter of the 17th July 1903 in which you suggest that all refined Dutch sugar imported under *bona fide* contracts made in London before the issue of the Notification No. 3494-S. R., dated the 11th June 1903, may be admitted into India on payment of countervailing duty at the old rate of 0-13-3 per cwt., or that this rate may be taken as the equivalent of the net bounty paid in determining the refunds payable on such sugar.

2. In reply I am to say that the Government of India are unable to take forward contracts into consideration when introducing changes of customs duty. They have, however, decided to admit at the old rates any Dutch sugar, the bill of lading for which was signed and delivered before the 11th June 1903.—I have, &c.,

R. A. MANT, Under-Secy. to Govt. of India.

SUGAR DUTIES (AUSTRIAN AND GENERAL).

BRUSSELS SUGAR CONVENTION.

BOMBAY, 23rd April 1903.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With reference to the attached extract from the Budget Speech of Sir E. Law, as published in the *Times of India* of 19th March, we should be glad if the Committee of the Chamber would write to Government asking if they are prepared to state whether they will pass, free from Countervailing and Additional Duty, Austro-Hungarian sugar of the crop of 1903-04, provided shipments are accompanied by certificates or such other evidence as Government may require proving that the sugar is of the crop of 1903-04, and has received no bounty other than may be permitted under the rules of the Sugar Convention.

The uncertainty as to what Government may do makes all business in new crop sugars purely speculative, but from the general tone of Sir E. Law's remarks, it seems not unlikely that Government might be prepared to state their intentions with regard to sugars which can be proved to have received no bounty, and so enable merchants and dealers to know just how they stand.—Yours, &c.,

M. REID, Managing Director,
The Bombay Company, Limited.

EXTRACT FROM SIR E. LAW'S BUDGET SPEECH.

See *Times of India* issue of 19th March 1903.

COUNTERVAILING DUTIES ON SUGAR.

FUTURE POLICY OF GOVERNMENT.

It has been announced in the public telegrams that all the Powers who joined the Brussels Convention have now formally ratified their acceptances, and it may be presumed that the provisions of the Convention will be put into force on the 1st of September 1903. On that date the parties to the Convention are bound to abolish all sugar bounties, and should they be completely abolished, the position might become such as to justify abolition of all countervailing duties in India. On the same date the Act passed in June last will, unless specially extended, cease to be in force. It appears, however, probable that in September next large stocks of bounty-fed sugar will be in hand in the beet growing countries, and it may possibly prove necessary to consider the necessity of further temporary special measures until these stocks have been exhausted and normal conditions restored.

No decision has yet been arrived at with regard to the adherence of India to the Brussels Convention, but we are at liberty under the terms of the agreement to accept it, should it hereafter appear desirable.

CHAMBER OF COMMERCE.
BOMBAY, 1st May 1903.

The SECRETARY to GOVERNMENT, REVENUE DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, and, with reference to the annexed extract from the recent Budget Speech of the Hon'ble Sir Edward Law, I have the honour to solicit a declaration on the part of Government as

to whether they will pass, free of Countervailing and Additional Duty, such shipments of Austro-Hungarian sugar of the crop 1903-04, as are accompanied by certificates, or such other evidence as Government may require, that the sugar is of the crop 1903-04, and has received no bounty other than may be permitted under the terms of the Sugar Convention.

2. I am to explain that uncertainty as to what Government may do renders all business in new crop sugars speculative, but from the tenor of Sir Edward Law's remarks it is inferred that Government will recognise the expediency of declaring their intention with regard to sugars that can be proved to have received no bounty in order that merchants and dealers may know where they stand.—I have, &c.,

J. M. DICK, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 2950 of 1903.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 4th May 1903.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated 1st May 1903, regarding the levy of countervailing duties on Austro-Hungarian sugar, and to state that the letter has been forwarded to the Government of India—I have, &c.,

J. MEAD, Under-Secy. to Govt.

No. 3583 of 1903.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 3rd June 1903.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter, dated the 1st May 1903, regarding the levy of countervailing duties on Austro-Hungarian sugar, I am directed to inform you that the Government of India have expressed their inability to make any announcement on the subject at present, but I am to say that the matter is occupying their very serious attention.—I have, &c.,

J. MEAD, Under-Secy. to Govt.

Mr. Marshall Reid's Report to the Committee.

Sugar Countervailing Duties.

On this subject I had many interviews with the Finance Minister, Secretary and Under Secretary, and the matter was also referred to in my interview with the Viceroy.

In referring to the effect of imports of cheap sugar into India, it has been the custom of those interested in the Sugar Refining Trade to talk of the "flooding" of markets, and of the great injury likely to be inflicted on the enormous sugar industry of India which takes up about 2½ million acres of land, and brings in large revenues.

So persistently were these views pressed, that in 1899 Government were more or less led to believe that markets were being flooded, and that a fatal blow was being struck at the sugar growing industry.

I maintained :—

(1) That India does not produce and never in our time has produced enough sugar, raw and refined, for its own consumption.

(2) That the demand for raw or half refined sugar is enormous, and consequently the price is very high and must remain so until supply overtakes demand.

(3) That, as refiners cannot buy *raw sugar* in India excepting at a price which is relatively high compared with that ruling in other countries which produce more sugar than they require and where the methods of cultivation are undoubtedly much superior to those existing in India, they are unable to produce *refined sugar* at anything like the same price as other sugar refining countries.

The fact that it has always paid Mauritius planters to make refined sugar and ship it to India, in spite of the charge for freight, 5 per cent. duty and carriage upcountry, shows that the cost of producing refined sugar in Mauritius is much less than the cost of buying raw sugar and refining it in India; and the fact that Java raw sugar has *this season* been imported into Calcutta for refining in India is further evidence of the relatively high price of raw sugar in India.

From this I argued that it was the very *prosperity* of the Indian sugar *growing* industry which made sugar *refining* unprofitable. I further mentioned that all attempts at sugar refining in the Bombay Presidency had ended in failure, and my own enquiries on the subject some years ago satisfied me that no money could be made out of buying raw sugar and refining it here.

The conditions are not identical in Bengal, N.-W. Provinces, &c., where a much larger area is under sugar, but the main factor, the prosperity of the sugar growing industry and consequent high prices of raw sugar, is present everywhere.

The question therefore for Government to decide is whether they are to legislate for the "protection" of people who have invested money in the industry of sugar refining: if this class of legislation were to be introduced, I pointed out that the Bombay Cotton Mills, in which an immeasurably larger amount of money is sunk and people employed, seemed to have a much greater claim on Government's assistance: and if Government protected sugar refiners by a prohibitive import duty on refined sugar because the *internal* demand for raw sugar was so large and the price so high as to make the industry unprofitable, they could hardly refuse a request from the millowners to place a heavy export duty on raw cotton or give relief in some other way, because the *external* demand for this article has raised the price of it so high that the cotton mills have rarely been worked at a profit during recent years.

With regard to the "flooding" of markets which is the other stock phrase, I pointed out that in no season, since beet sugar was first imported, has the supply been in excess of the demand, as is absolutely proved by the fact within my own knowledge that there have been practically no stocks left of old crop sugar when the new crop has begun to come forward, and a premium has invariably been obtainable for the first month's shipments of the new crop.

The Government officials said that they did not consider any industry could expect more protection (except against bounties or cartels) than it got from a 5 per cent. import duty and a favourable geographical position. As a matter of fact the cotton mills do not get even this protection.

They further said that they did not wish to raise the price of sugar unduly or stop the ordinary course of trade merely to protect and assist a local industry such as the sugar refining one; this is of particular importance to the people of Bombay and Sind, who do not produce nearly enough sugar for their requirements.

Calcutta's representative said that the refiners did not ask for any undue protection, and if their industry were really a rotten one, there was nothing for it but to be wiped out.

What they asked for with regard to Continental sugar was oddly enough exactly what our Chamber asked for in a recent letter to Government, *viz.*, that all old crop sugar should be charged full duties, and that new crop sugar guaranteed to be of the 1903-04 crop, and to have received no bounty in excess of that allowed by the Sugar Convention, should be passed free of additional duties.

This proposal was not accepted because Government declined to accept Continental certificates or to discriminate between two crops of different seasons.

Several suggestions were made for the entire abolition or temporary maintenance of the full duties, but on the Finance Minister saying that he did not wish to charge an iota more or less than the amount of the bounty received by the sugar to be imported in season, 1903-04, a compromise was suggested on the following basis, *viz.*, that the estimated bounty-fed stocks as on 1st September 1903 should be added to the estimated new crop sugar, which would begin to come forward for shipment at the end of September or beginning of October, and be regarded as the whole sugar available for consumption and export during the season, 1903-04.

That the bounty given on the stocks should be regarded as reducing the average price of the whole season's sugar, and that this average reductions should be countervailed.

If the total stocks and crops in the different countries included in the scheme were taken into consideration, the new duty would be equivalent to about one-fifth of the present duties (including the Cartel duties); but if the calculation should be based on the probable proportion of the stocks and new crop which would be exported, the new duties would be from one-third to one-fourth of present duties.

Seeing that the Act which will be passed will be only temporary, and that the duties fixed upon will be more or less arbitrary, Government do not seem inclined to vary the proportion of the duty for the different Continental countries in accordance with the stocks in each country, but are likely to fix the rate in accordance with the total stocks and crops.

Duties on Dutch Sugar.—Government admitted that the system of levying these duties was illogical and not in accordance with the Act, and they will shortly issue a notification regarding refunds as requested by the Bombay Chamber of Commerce.

They will probably also at the same time raise the duties on Dutch sugar to the maximum, subject to refunds at the end of the season as in the case of Austro-Hungarian sugar; this will affect all sugar shipped after the date of the notification. I have, &c.,

MARSHALL REID.

12*th June* 1903.

CHAMBER OF COMMERCE,

BOMBAY, 18th June 1903.

DEAR SIR,—Mr. Marshall Reid, C.I.E., who has recently returned from Simla, has informed the Committee of this Chamber of the discussions he has had more particularly on the question of the sugar duties. They understand from Mr. Reid that the Government of India are in correspondence with the India Office as to further legislation regarding the countervailing duties on Continental sugar in relation to the Brussels Convention, and that their final proposals will shortly be before His Majesty's Secretary of State.

The Committee of the Chamber wish to draw your special attention to the fact that it is of the utmost importance to the trade that the decision of Government on this subject should be made public at as early a date as possible. I have, &c.,

J. M. DICK, Chairman.

E. N. BAKER, ESQ., C.S.I.,

OFFG. SECRETARY to the GOVERNMENT of INDIA.

FINANCE and COMMERCE DEPARTMENT, Simla.

CUSTOMS CIRCULAR No. XIV OF 1903.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

Dated SIMLA, the 10th June 1903.

The rules published with the notification of the Government of India in the Finance and Commerce Department, No. 4439-S. R., dated the 14th August 1902, for the identification of sugar chargeable on importation into India with an additional or special duty under Sections 8-A and 8-B of the Indian Tariff Act, 1894, provide that the certificates of exporters relating to sugar shipped from a port in any country other than the United Kingdom shall be attested by the British Consular Officer at the port in such country.

2. It has now been brought to notice that sugar is shipped to India from certain ports in Java and from Penang, Hongkong and Mauritius, where there is no British Consul; and the Government of India have been pleased to decide that at the ports mentioned in the statement below, the signatures of the officials specified in the second column of the statement may be accepted by the Collectors of Customs in lieu of the signature of a Consul, unless the Collector considers in any particular case that further enquiry should be made.

3. In the case of sugar liable to additional or special duty shipped to India from other ports at which there is no British Consul, the Collectors of Customs should exercise the discretion allowed to them under Rule 4 of the rules referred to above.

Statement.

Ports.	Officials whose signatures may be accepted in lieu of the signature of a Consul.	Remarks.
Penang	Registrar of Imports and Exports	
Hongkong	Justice of the Peace.	
Port Louis (Mauritius)	Customs Collector and Searcher.	
Java.		
Cheribon	The Resident	In the unavoidable absence of the Dutch officials here mentioned, the certificates would be signed in their name by the official next in rank, the documents bearing the official Government seal.
Samarang	British Vice-Consul	
Sourabaya	British Vice-Consul	
Banjoewanji	Assistant Resident	
Yegal	Assistant Resident	
Pekalongan	The Resident	
Joana	The Controleur	
Tjilaljap	Assistant Resident	
Pasoereau	The Resident	
Bezoekie	The Resident	
Probolingo	Assistant Resident	
Panarockau	Assistant Resident	
Karksan	Assistant Resident	
Phaeton	Assistant Resident, Karksan ...	
Djangkar	Assistant Resident, Panarockau.	

LEGISLATIVE DEPARTMENT.

ACT No. 12 OF 1903.

AN ACT FURTHER TO AMEND THE INDIAN TARIFF ACT, 1894.

(*Passed on 28th August* 1903.)

Whereas it is expedient further to amend the Indian Tariff Act, 1894 ; It is hereby enacted as follows :

Short title and duration.

1. (*1*) This Act may be called the Indian Tariff (Amendment) Act, 1903.

(*2*) Section 3 shall remain in force until the thirty-first day of March 1904.

Amendment of Section 8A, Act VIII, 1894.

2. In section 8A, Sub-Section (*1*), of the Indian Tariff Act, 1894, as amended by Section 2 of the Indian Tariff Amendment Act, 1899, before the words "the exportation therefrom" the words "the production therein or" shall be inserted.

Addition of new Section, 8C, to Act VIII, 1894.

3. After Section 8B of the Indian Tariff Act, 1894, as amended by Section 2 of the Indian Tariff (Amendment) Act, 1902, the following Section shall be added, namely :

"8C. Notwithstanding that the condition precedent to the imposition of a duty under Section 8A may have ceased to exist, and notwithstanding anything in Section I, Sub-Section (2), of the Indian Tariff (Amendment) Act, 1902, any duties which may have been imposed and are chargeable under Section 8A or Section 8B on the thirty-first day of August 1903, shall continue to be chargeable in accordance with any rules in force on the said date :

Continuation of duties chargeable under Section 8A or 8B on 31st August 1903.

Provided that the Governor-General in Council may, by notification in the *Gazette of India*, reduce the rate at which any such duty is levied, and amend or vary such rules as aforesaid."

No. 7249 S.R.

GOVERNMENT OF INDIA,

FINANCE AND COMMERCE DEPARTMENT,

CALCUTTA, THE *2nd December* 1903.

In exercise of the power conferred by Sections 8A and 8B of the Indian Tariff Act, 1894 (VIII of 1894), as amended by Acts XIV of

1899, VIII of 1902 and XII of 1903, the Governor-General in Council is pleased to direct that the duties leviable in pursuance of the said sections shall be remitted in respect of sugar produced in any country which is a party to the Brussels Sugar Convention of 1902:

Provided that the sugar is imported into British India—

(*a*) direct from the country of production; or

(*b*) through another country which is also a party to the said convention, without having been transhipped at or unloaded in, or carried through, any country which is not a party to the said convention;

and is, in either case, accompanied by a certificate in such form and signed by such authorities as the Governor-General in Council may by rule prescribe certifying that it was produced after the 31st day of August 1903 and that it has not received, and is not entitled to receive, any bounty, direct or indirect, on production or as a result of exportation.

(Sd.) E. N. BAKER,
Secretary to the Government of India.

No. 7250 S. R.

Copy, with copy of Notification No. 7251 S. R., dated the 2nd December 1903, forwarded to the Governments of Madras, Bombay, Bengal and Burma and to the Director-General of Statistics.

(Sd.) R. A. MANT,
Under-Secretary to Government of India.

No. 7251 S. R.

GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT,
CALCUTTA, THE *2nd December* 1903.

In exercise of the powers conferred by Sections 8A, 8B and 8C of the Indian Tariff Act, 1894 (VIII of 1894), as amended by Acts XIV of 1899, VIII of 1902 and XII of 1903, the Governor-General in Council is pleased to make the following rules in continuation of the rules published in the Notification of the Government of India in

the Finance and Commerce Department, No. 4439 S. R., dated 14th August 1902, regarding certificates of production of sugar imported from countries which are parties to the Brussels Sugar Convention of 1902, namely :—

1. Certificates of production shall be signed by an authority specially appointed in this behalf by the Government of the country of production, and such certificates shall be countersigned by the British Consular representative at the port of shipment or at the place from which the sugar is despatched.

2. The certificate shall be in form A appended, and shall contain information as to the following matters, namely :—

(*a*) the date of production of the sugar, that is, the date when the sugar was finally produced in the form in which it was exported ;

(*b*) particulars as to the marks borne by the consignment, and such information as to the quantity, weight and quality as may be sufficient for its identification ; and

(*c*) a declaration that the sugar has not received, and is not entitled to receive, any bounty, direct or indirect, on production or as a result of exportation.

3. Such certificates must be issued not later than the day of despatch of the sugar from the country of production.

FORM A.

I, A. B. of (*a*) , do solemnly declare that the undermentioned consignment of sugar was produced on the (*b*) day of (*c*) at my factory at (*d*) and that it has not received, and is not entitled to receive, any bounty, direct or indirect, on production or as a result of exportation.

(*a*) Insert address and description.
(*b*) Insert day of the month.
(*c*) Insert month and year.
(*d*) Insert name of the place and country.

Manufacturer's signature.

Certified that the above declaration is true.

Signature of authority specially appointed to sign such certificates.

Countersigned.

Signature of British Consular representative at port of shipment or place of despatch.

Details of the consignment.

cwt. of $\frac{\text{best}}{\text{cane}}$ sugar, of degrees of polarization, in packed bags, marked and addressed as follows :—

o o o o o o

(Sd.) E. N. BAKER,
Secretary to Government of India.

No. 861.

CHAMBER OF COMMERCE,
BOMBAY, 7th December 1903.

The SECRETARY to the GOVERNMENT OF INDIA,
FINANCE and COMMERCE DEPARTMENT, Calcutta.

SIR,—I have the honour to address Government, on behalf of the Committee of the Bombay Chamber of Commerce, a respectful protest against the continued disregard of legitimate commercial interests shown by the manner in which the additional duties upon foreign sugars are being dealt with. In the past year the Committee have more than once been compelled to represent to Government the inequity of successive changes of regulations made not merely without adequate notice, but without regard to principles implied, and in some instances declared by Government. They regret that they now have occasion to renew those representations with increased earnestness in view of the Notification No. 7249-S.R., published in Calcutta in the Gazette Extraordinary of December 2nd.

2. In previous correspondence this Chamber has expressly repudiated any suggestion that it would be impossible for trade to adapt itself to even purely arbitrary rates of duty if those rates or the principle on which they were based were constant for a stated period. On the other hand they have pointed out that without some such constancy, none but speculative and unhealthy business is practicable. All they have sought, in fact, was that Government should adopt an

intelligible principle and adhere to it at least to the limit of the period for which it is declared, so that merchants might know where they stood and might not be positively induced into error by relying on the indications given them by Government.

3. By the passing of Act XII of 1903, trade in beet sugar was rendered impossible for the time being, and from the use of the words "The object of this Bill is to continue the present Additional Duties on Sugar until the 31st of March 1904" in the Statement of Objects and Reasons attached to that Act, the Trade seemed to have received a pledge from Government that the sugar duties would be maintained until March 31st, 1904.

4. In the ordinary course of business, merchants—both European and natives—turned their attention to the more expensive cane sugar refined in United Kingdom and Egypt, and as large quantities of these sugars have been imported and contracted for "to arrive," these merchants are left with considerable quantities of sugar which Government have materially depreciated in value by the sudden remission of the sugar duties.

5. My Committee cannot too strongly protest against the action of Government in thus inflicting serious losses on merchants carrying on their legitimate trade by such arbitrary and unreasonable acts of legislation, and are of opinion that the extraordinary circumstances of the case would amply warrant Government in instituting an enquiry into the losses sustained with a view to compensation.

6. My Committee further wish to enter a protest against the procedure by which the notification regarding the remission of the sugar duties was published in Calcutta on the 2nd of December, while official information on the subject did not reach Bombay until the 5th of December when the *Government Gazette* arrived by mail. I am to suggest that in future steps should be taken to ensure the publication of notifications of such importance simultaneously in all the important towns of the country through *Government Gazette*, Official Communiques to the Press or otherwise.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL PATON, Secretary.

APPENDIX AA.

CUSTOMS DUTY ON GOODS SHORT LANDED.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

BOMBAY AGENCY, 12th February 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to bring to your notice a complaint which I daresay also other Steamship Companies will readily endorse, with the request that you will kindly submit it to the Committee of the Chamber for their consideration.

As you are probably aware the Custom authorities charge penal duty to steamers for all cargo shortlanded, and even for contents short out of packages for which steamers have to pay claims to consignees. It is difficult to understand how import duty can in justice be imposed on cargo which was admittedly never imported into the country. Still this practice is strictly adhered to, and, notwithstanding repeated representations, I have never been able to obtain a refund of such charges. In the case of sugar cargoes the proceeding is even more unreasonable. I had a case where a steamer brought 10,750 bags of sugar of many different marks. Six bags marked $\frac{\text{G. C. Z. G.}}{\text{B. C. L.}}$ were shortlanded, and consequently a penalty duty of Rs. 23-8-0 was claimed from me. Two subsequent steamers brought 6 bags of sugar in excess of different marks, which the consignees of the shortlanded bags agreed to receive in lieu of them, granting me a certificate to this effect. Of course import duty was paid by them on these 6 bags, and the Customs had thus received their dues on the total quantity of sugar manifested by all the steamers. Nevertheless they still insist on the penalty duty on the 6 bags of sugar which were never imported, on the plea that the marks of their substitutes were different. As sugar importers are well aware, shippers very often make mistakes in marking bags, and with such large cargoes some discrepancies in marks are unavoidable. I consider it very unfair to the steamers and unjustified on the part of the authorities, to levy such heavy fines where it is quite clear that attempts to fraud were never intended, and would also

be absolutely impossible, and I am of opinion that the Custom authorities should, in cases where there are bags in excess against short ones, allow the excess to go against the shortage irrespective of marks as long as contents are equal.

I trust that the Committee of the Chamber will see their way to approach the Custom authorities on this subject, and Steamship Companies will feel very grateful if an abolition of the practice complained of can be obtained.—I remain, &c.,

E. SCARPA, Agent.

BRITISH INDIA STEAM NAVIGATION COMPANY, LD.

BOMBAY, 19th February 1903.

The SECRETARY, CHAMBER of COMMERCE.

Customs Duty on Shortages.

DEAR SIR,—With reference to the questions raised by the Agent of the Austrian Lloyd's, we believe we are correct in saying that the law in most countries is that the master of a ship shortlanding a package manifested by him is liable for the duty which would have been paid by consignee had the package been duly landed.

In the same way according to the Indian Sea Custom's Act he is liable for duty on short contents of a package landed by him in bad order, if the package was found broken on board.

The question of holding masters or agents liable for shortages in packages delivered in outward good order was referred to the Government of India who replied, admitting that masters and agents were not liable for duty on such shortages, but pointed out that it was optional with the Collectors to grant or refuse permission under Section 85 to break bulk and that if they considered it necessary to do so for the protection of public revenue they were at liberty to refuse permission unless the agent agreed in writing to accept liability for all duties which would or might have been recoverable in respect of missing or deficient goods had the cargo been examined on board.

The Collectors read this as allowing them to withhold permission to break bulk unless agents accept liability which the Act itself does not and cannot impose, even to the extent of claiming duty on shortage found when examining for assessing duty packages delivered in sound

outward condition as shipped, and where even the bill of lading and delivery order have been given up signed by consignee, who was content that his packages were delivered to him in good order.

Three instances of this have occurred within the last year in Bombay, and we enclose, for the information of the members, the following copy of letters and documents :—

1. Letter to Collector of 10th April 1902.
2. Do. do. 30th April 1902.
3. Bombay Government Resolution No. 8114, dated 13th October 1892.
4. Commissioner's Standing Order.
5. Bombay Government Endorsement No. 8028 of 24th November 1891, forwarding copy of Government of India Resolution No. 4271 of 15th October 1891 to Government of Bengal.
6. Letter to Collector of 11th December 1902.
7. Do. do. 27th January 1903.

We should be glad if action is taken by the Chamber to move Government of India to cancel the instructions given to Collectors in their No. 4271 of 15th October 1891, and to instruct them to collect, as duty or penalty duty, only on shortages in packages landed in broken condition, not on shortages found in packages landed under a clean receipt.

Yours faithfully,

per pro. MACKINNON, MACKENZIE & Co.,
A. M. MONTEATH,
Agents

(Correspondence referred to.)

BOMBAY, 10th April 1902.

The COLLECTOR of LAND REVENUE, CUSTOMS AND OPIUM, Bombay.

SIR,—We have the honour to acknowledge the receipt of your No. C.—4694 of the 4th instant, intimating that shortages of silk goods, *ex* S.S. "Kerbela," have been found as per statement accompanying your letter, and requesting payment of Rs. 7-9-11 duty thereon.

2. We understand that this claim is the same as the claim for Rs. 6-14-7 recently made against us by the 1st Assistant Collector of Customs, Prince's Dock, and we presume therefore that you have read the correspondence which has passed between him and ourselves on the subject.

3. From the No. 702 of the Assistant Collector of Customs, written on the back of the statement accompanying your letter, we understand

that the claim is now preferred under the terms of the guarantee given by us under Section 85 of the Sea Customs Act before permission to discharge the steamer in question was obtained.

4. Under these circumstances we have the honour to submit that we are not liable for the amount. The sole object we submit of our guarantee is to prevent us from escaping by reason of our breaking bulk before entry any liability which we should have incurred if the cargo had been examined on board before breaking bulk. This we submit is quite clear, not only from the terms of the guarantee itself, but also from the terms of Clause 17 of Section 167 of the Act and of the Standing Order No. 121 framed under Section 85 of the above Act.

5. It was never our intention in giving the guarantee to add to our liability under the Sea Customs Act, and we submit that the Customs authorities have no power to add to our liability under that Act.

6. It is we submit clear, from Clause 17 of Section 167 of the Customs Act, that if the cargo had been examined on board the steamer before breaking bulk, all that we should have been liable to would have been a penalty under that clause for any goods entered in the manifest and not found on board, but we could not have been penalised in respect of any deficiency of the contents of any package of goods so long as the package itself was found on board corresponding to the entry in the manifest.

7. As you are doubtless aware this question was brought before the Board of Revenue, Bengal, so long ago as 1689, upon which occasion the Board, having taken the opinion of the Advocate-General and the Legal Remembrancer, expressed the following opinion as to the effect of Clause 17 of Section 167 of the Act :—

"Clause 17, Section 167, does not authorise the levy of a penalty on "deficiency in the contents of a package entered in the manifest "as a package contents 'unknown' without specification of the "number of bottles or other articles it may contain. The penalty "is leviable on every missing or deficient package or separate article, "and it is the opinion of the Board that the expression 'deficient "package' refers to the case of cargo shipped in packages, while the "expression 'separate article' applies to the case where cargo is "shipped in bulk. A deficiency discovered by comparison of the "contents of packages with the consignee's invoice is not a deficiency

" of the kind contemplated in the law. It would obviously be im-
" possible for the master of a vessel to count the contents of every
" package delivered to him for carriage, and when he does not know
" the contents he cannot equitably be held liable for any deficiency in
" them."

8. In this instance, as you will no doubt have seen from the correspondence forwarded to you by the 1st Assistant Collector of Customs, Prince's Dock, the case in question was found, after it had been landed, outwardly in good order and condition, and we hold a clean receipt for the case from the consignee.

9. It is submitted that when the manifest shows that the contents of any package are unknown to the owners and master of the ship at the time of receipt on board, the ship cannot be made responsible to any one whomsoever for the contents of such package, provided that the package itself be delivered at the port of discharge in the same order and condition in which it was received, and that to seek to impose a liability upon the ship in respect of the contents of such package under the circumstances above mentioned, would be inequitable, seeing that it is impossible for the ship to protect itself against such liability by any precautions which it would be possible for the ship to take.

10. We have the honour further to submit that if there is any liability in respect of any deficiency in the contents of packages as distinguished from deficiency in the number of packages themselves, that is, a liability of the consignee, and not of the ship or the owners or master of it, and that the proper course for the Collector to pursue in such cases is to call upon the consignee to pay the duty on the deficiency before allowing the goods to be removed from the Customs House, leaving it to the consignee either to establish his right to recover the amount from the ship by proving that the deficiency is due to the fault of the ship, or, if he is unable to fix the liability on the ship by adducing that proof, then to adjust the matter with his consignor.

We beg to return you as requested the statement accompanying your letter under reply.—I have, &c.,

per pro MACKINNON, MACKENZIE & Co.,

(Sd.) A. M. MONTEATH.

BRITISH INDIA STEAM NAVIGATION COMPANY, LD.

BOMBAY, 30th April 1902.

E. GRAY, ESQ., I.C.S., COLLECTOR of LAND REVENUE, CUSTOMS & OPIUM.

SIR,—We have the honour to acknowledge receipt of your No. 75756 of the 26th instant, claiming payment from us of Rs. 13-6-11, being duty on shortages on two cases, silk goods M. N. G. 93 and 94, *ex* "Booldana," the claim being made under the guarantee given by us under Section 85 of the Sea Customs Act.

The facts of the case are somewhat similar to those of the claim for Rs. 7-9-11 shortage, *ex* "Kerbela," made on us by your letter No. 4694, dated the 4th instant, and about which we have been in correspondence with you.

But the facts we submit make it clearer, if possible, in this case than it is in the other case that we are not liable to meet the claim. The two cases in which shortages have been found are part of a shipment of five cases, *ex* "Booldana," numbered 90 to 94 inclusive. For case No. 90 the steamer did not get a good order receipt, consequently the consignee demanded a survey and selected cases 90 and 91 for survey. The survey was duly held, and the contents of the two cases were found in good order, whereupon the consignee gave us a clean receipt for the five cases and removed them to the Prince's Dock from Carnac Bunder. This occurred on the morning of Saturday, the 29th March.

The cases were not examined by the Customs authorities until the following Tuesday (Monday having been a holiday) when the shortage now claimed for was found in cases 93 and 94.

The fact that the consignee had suspicions about cases 90 and 91, and that in consequence he held a survey on those cases only, would seem to show clearly that cases 93 and 94 were then outwardly in good order, or he would have held a survey on them as well as on cases 90 and 91, and would not have given us a clean receipt for them.

As the matter at present stands, therefore, we have the honour to submit that the facts appear rather to negative the assumption that the theft, if any, from the cases 93 and 94 took place whilst those cases were in our custody.

Apart altogether from this, we have the honour to submit that, for the reasons stated in our letter to you of the 10th instant about the

shortage on the two cases, *ex* "Kerbela," above referred to, we are not liable for the duty claimed in your letter under reply.

It is evident that outwardly the two cases, Nos. 93 and 94, were in good order and condition when they were handed by us to the consignee, as he himself admits, and therefore would have been found in that order if they had been examined on board the "Booldana." Consequently the cases being in the same order in which we received them, we could not have been held liable for duty under Section 167 of the Sea Customs Act, and our guarantee extends only to cases in which we should have been liable under that section had the goods been examined on board.—We have, &c.,

per pro. MACKINNON, MACKENZIE & Co.,
(Sd.) A. M. MONTEATH.

CUSTOMS.

No. 8114.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 13th October 1892.

Letter from Messrs. Mackinnon, Mackenzie & Co. and others, representatives and agents of various Steamship Companies, trading between the United Kingdom and Continent and Bombay, dated 24th June 1892. Praying for reasons explained that the Collector of Land Revenue, Customs, and Opium, Bombay, may be instructed to revert to the practice commenced on 16th September 1891, and charge no duty on shortages of bottles of wines and spirits not actually brought into harbour.

Memorandum from the Commissioner of Customs, Salt, Opium and Abkari, No. 3865, dated 2nd August 1892, submitting copy of a report, No. C.—15944, dated 26th July 1892, from the Collector of Land Revenue, Customs, and Opium, Bombay, making remarks and observing as follows :—

2. The present practice at the Bombay Custom House is in accordance with the interpretation of the law contained in Government of India's letter No. 4271, dated 15th October 1891, communicated to this Department by Government Resolution No. 8028, dated 24th November following, and undersigned is unable to recommend that the request made by the Agents of Steamship Companies should be complied with.

3. There appears to be considerable diversity in the practice as regards the levy of duty on shortages followed by the several Customs Administrations of India, and Burma, and as the matter is one in which uniformity of procedure is desirable, Government may perhaps deem it advisable to forward a copy of Mr. Campbell's report for the information of the Government of India.

Resolution.—Messrs. Mackinnon, Mackenzie & Co. and the other petitioners should be referred to the Collector of Land Revenue, Customs, and Opium, Bombay, who should be requested to inform them that the practice in force at the Bombay Customs House of levying duty on shortages of bottles of wines and spirits not actually brought into the harbour is in accordance with the interpretation of the law as laid down by the Government of India, and that the Governor in Council is unable to grant their request that the Collector of Customs may be prohibited from levying such duty.

2. As suggested in paragraph 3 of the memorandum from the Commissioner of Customs, Salt, Opium, and Akbari, a copy of the papers, together with a copy of this Resolution, should be forwarded to the Government of India for information and such further orders as they may deem necessary to issue with reference to their endorsement forwarding a copy of their letter No. 4271, dated 15th October 1891, to the address of the Government of Bengal.

(Sd.) . . . . .

Under-Secretary to Government.

COMMISSIONER OF CUSTOMS' STANDING ORDER.

OFFENCES AND PENALTIES.

A master cannot be held responsible under No. 17 of Section 167 of the Sea Customs Act for any articles missing from a case on board his vessel, if the case is unbroken and it appears in the manifest (as it always does as a package, the contents of which are unknown, but the master may be held responsible if the package found is broken on bo. rd, and it can be shown by reasonable evidence that the contents are deficient. The master is in no case responsible if the breakage or deficiency is not discovered until after the goods have been landed under Section 85, nor is the agent of the vessel in any case made responsible by the law as it now stands for duty or penalties on goods landed under Section 85 into his custody.

It is, however, optional with the Collector to grant or refuse the permission required by Section 85, and if he considers it necessary to do so for the protection of the public revenue, he is at liberty to refuse permission unless the agent agrees in writing to except liabilities for all duties which would or might have been recoverable in respect of missing or deficient goods had the cargo been examined on board, or makes such arrangements as satisfies the Collector that the public interests will not suffer by the cargo being discharged into the custody of the Ship's agent (Government of India, Finance and Commerce, No. 4271, dated 5th November 1891, *vide* G. R. No. 8028, dated 24th November 1891, *vide* also G. R. No. 8114, dated 13th October 1892).

No. 8028.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 24th November 1891.

Endorsement from the Government of India, Finance and Commerce Department. Forwarding for information and guidance copy of the following letter No. 4271, dated 15th October 1891, addressed by that Government to the Government of Bengal, Financial Department:—

I am directed to acknowledge the receipt of your letter of the 10th July 1891, No. 3198, and to communicate the decision of the Governor-General in Council on the question of Customs procedure, referred in your letter of the 24th March 1891, No. 1540, in respect of the levy of duty and penalties under Section 167 (No. 17) of Act VIII of 1878 on account of articles found missing from or deficient in goods after the goods have been landed from the vessel in which they were imported.

The question arose on the refusal of the Agent of the Peninsular and Oriental Company to hold himself liable under Section 85 for duty on penalties imposable under No. 17 of Section 167 on the master of the vessel.

2. A further question arose with reference to the responsibility of the ship master for goods missing from cases on board his vessel.

3. On both these points the case as it stands at present on the opinion of the Law Officers and the decision of the Board of Revenue is as follows :—

(1) A master cannot be held responsible, under No. 17 of Section 167, for any articles missing from a case on board his vessel if

the case is unbroken, and it appears in the manifest (as it always does) as a package the contents of which are unknown.

(2) But the master may be held responsible if the package is found broken on board, and it can be shown by reasonable evidence that the contents are deficient.

(3) The master is in no case responsible if the breakage or deficiency is not discovered until after the goods have been landed under Section 85.

(4) Nor is the agent of the vessel in any case made responsible by the law as it now stands for duty or penalties on goods landed under Section 85 into his custody.

(5) I am to say that on consideration of the case the Governor-General in Council accepts the interpretation of the law as given by the Law Officers and acted on by the Board of Revenue.

I am to suggest, however, that it is optional with the Collector to grant or refuse the permission required by Section 85, and that if he considers it necessary to do so for the protection of the public revenue, he is at liberty to refuse permission unless the agent agrees in writing to accept liability for all duties which would or might have been recoverable in respect of missing or deficient goods had the cargo been examined on board, or makes such other arrangements as satisfies the Collector that the public interests will not suffer by the cargo being discharged into the custody of the ship's agent.

BOMBAY, 11th December 1902.

The COLLECTOR of LAND REVENUE, CUSTOMS & OPIUM, Bombay.

SIR,—With reference to your letter No. 0/7747 of 1902 of 10th June in that year, we have the honour to state that we have referred to Government Resolution No. 8114 of 13th October 1892, and we find that in the case to which that resolution refers, the then Commissioner of Customs reported to the Government that the then practice at the Bombay Custom House was in accordance with an interpretation of the law contained in Government of India's letter No. 4271, dated 15th October 1891, communicated to that Department by Government (of Bombay) Resolution No. 8028, dated 24th November 1891, and the Government of Bombay relying on the report of the Commissioner of Customs, refused in that case to interfere.

We find on reference to the endorsement from the Government of India forwarding for information and guidance of the Government of Bombay a copy of a letter, No. 4271, dated 15th October 1891, addressed by the Government of India to the Government of Bengal, Financial Department, which is the letter referred to in resolution of the Government of Bombay, No. 8114 of 13th October 1892, that the opinion of the Law Officers and the decision of the Board of Revenue is given as follows :—

> "(1) A master cannot be held responsible, under No. 17 "of Section 167, for any articles missing from a case on board "his vessel if the case is unbroken, and it appears in the mani- "fest (as it always does) as a package the contents of which "are unknown."

This interpretation of the law was accepted by Government of India, but that Government suggested that it was "optional with the Collector to grant or refuse the permission required by Section 85, and that if he considers it necessary to do so for the protection of the public revenue, he is at liberty to refuse permission unless the agent agrees in writing to accept *liability for all duties which would or might have been recoverable in respect of missing or deficient goods had the cargo been examined on board.*"

That is the course which has been followed in the present case, that is to say, we have made ourselves responsible for all duties which would or might have been recoverable in respect of missing or deficient goods had the cargo been examined on board.

The case to which you now refer us occurred ten years ago, and we do not propose to go into the facts of that case, nor to enter upon any discussion as to whether the decision in that case was right or wrong. It may have been right or it may have been wrong. We desire however to point out that, whether the decision in that case was right or wrong, it is quite clear that what has been done in the two instances with which we are now dealing is *not* in accordance with the interpretation of the law contained in the Government of India's letter No. 4271, dated 15th October 1891, inasmuch as we are responsible only for such duties as would or might have been recoverable in respect of missing or deficient goods if the cargo had been examined on board; and it is clear that if the cargo had been examined on board, the master could *not* have been held responsible for the goods in the two present instances, because according to the opinion

of the Law Officers quoted in the Government of India's letter No. 4271 of 15th October 1891, and accepted by the Government of India in the same letter, he could not be held responsible "for any articles missing from a case on board the vessel if the case is unbroken, and it appears in the manifest (as it always does) as a package the contents of which are unknown, and it is an indisputable fact that the two cases, *ex* "Kerbela," as well as the two cases, *ex* "Booldana," were all in good order and condition when landed out of those vessels."

It follows that if the master could not have been held responsible if the goods had been examined on board, there is no responsibility on our part either, as we cannot be made responsible in a case in which the master could not have been held responsible if the goods had been examined on board.

We have, therefore, the honour to request that you will exempt us from the duty which has been claimed—We have, &c.,

per pro MACKINNON MACKENZIE & Co.,
(Sd.) A. M. MONTEATH, Agents.

BOMBAY, 27th January 1903.

The COLLECTOR of CUSTOMS, Bombay.

SIR,—We have the honour to acknowledge receipt of your favour No. C/1078 of 24th instant, calling upon us to pay duty Rs. 9-12-10 on nine pieces silk found short in 486 A S & Co., 1 case, *ex* "Chanda," voyage 303 from Colombo, arrived 14th November last.

This case resembles largely the cases about which we wrote you on 10th April, 30th April and 11th December last year, in that it was delivered to consignees in good order and condition, and that we hold bill of lading receipted clean by consignee. There is this further in our favour that it is on record that the Customs Officer, who opened the case, reported "*the case at the time of opening was all right and the wire round it was all right*," but on opening at the bottom at one corner the tin is out about 6 inches.

We respectfully contend that in the terms of the Government of India's letter No. 4371 of 15th October 1891, "the master cannot be held responsible for any articles missing from a case on board his vessel if the case is unbroken," and as we have said there is ample proof that the case was landed and delivered in good order even to the testimony of the Customs official who opened the package.

We further submit that we cannot be held liable for any duty for which the master is not responsible, and we pray that this claim for duty be withdrawn.—We have, &c.,

per pro. MACKINNON, MACKENZIE & Co.,

(Sd.) A. M. MONTEATH, Agents.

CHAMBER OF COMMERCE,

BOMBAY, 3rd March 1903.

The COMMISSIONER of CUSTOMS, SALT, OPIUM & ABKARI, Bombay.

SIR,—Representations have been made to this Chamber by sundry members regarding the system of levying import duty on all goods shortlanded, and the Committee, after considering the matter, have directed me to submit, with the utmost respect, that the system as at present practised in this Port constitutes a hardship. The Committee understand that the theory on which the Custom Department here and elsewhere proceeds is that all goods manifested and not landed through the Customs have in fact been landed in contraband. It is recognised that when reasonable presumption exists that the goods in question have been so landed, the theory stated is the only practicable one; but it appears to my Committee to be unreasonable to exact penalty duty in cases in which the probabilities are altogether opposed to that theory. Instances have recently been brought to their notice in which penalty duty on goods shortlanded has been exacted in Bombay without any regard for the spirit of the rules, and without any allowance for the most familiar accidents of trade. One particular case may be cited in which duty was exacted on six bags of sugar shortlanded out of a cargo of 10,750 bags bearing sundry marks. Duty was levied on the six bags, but when six bags in excess arrived by subsequent steamer (which six bags were accepted by the consignees in place of those shortlanded), the Collector refused to pass them against the duty already collected, giving, as the reason for his refusal, that the marks on the bags in question did not correspond with the mark ascribed in the manifest to the missing bags. It is, of course, a matter of common knowledge that in so large a quantity of sugar as 10,750 bags some confusion of marks is likely to occur either in shipment or in discharge; and my Committee think that in a case like that cited, the Customs authorities might reasonably follow the course pursued by the trade and allow the excess to be set against the short delivery.

2. Similarly, complaints are made regarding the levy of import duty on shortages of contents found in undamaged packages landed under a clean receipt. The procedure in this connection is supposed to be governed by Government of India Resolution No. 4271 of the 15th October 1891, forwarded under Bombay Government Endorsement No. 8028, dated 24th November 1891. In that resolution it is laid down that masters and agents are not liable for duty on shortages found in packages delivered in outward good order, but that it was optional with the Collector to grant or refuse permission, under Section 85, to break bulk, and that if he considered it necessary to do so for the protection of public revenue, he was at liberty to refuse permission unless the agent agreed in writing to accept liability for all duties which would or might have been recoverable in respect of missing or deficient goods in the event of the cargoes being examined on board. The Collectors have apparently read this as allowing them to withhold permission to break bulk unless the agents accept a liability which the Act itself does not and cannot impose, such liability including even that for duty claimed by the Customs on shortage discovered during the examination for assessment of duty packages unquestionably delivered in sound outward condition and good order. This appears to the Committee to assume a power on the part of a Collector to restrict the terms of the Act; and I have the honour, under their instructions, to submit that no such power exists. They believe that the difficulty would be solved by cancelment of the instructions given on this point in Resolution No. 4271 of the Government of India, dated 15th October 1891, and the substitution thereof of orders to collect as duty or penalty, duty only on shortages in packages landed in broken condition and not on shortages found in packages landed under a clean receipt.—I have; &c.,

FREDERICK NOEL-PATON, Secretary.

No. 3639 of 1903.

Poona, 6th July 1903.

From the Hon'ble Mr. E. L. Cappel, C.I.E., I.C.S., Ag. Commissioner of Customs, Salt, Opium & Abkari, to the Secretary, Chamber of Commerce, Bombay.

Sir,— With reference to your letter, dated 3rd March last, on the subject of the levy of import duty on goods shortlanded and on shortages of contents of packages, I have the honour to transmit an

extract from a report of the Collector of Customs in which the system and the reasons for it are explained in detail. I consider that, so far as has been shown, the practice of the Bombay Custom House is proper and reasonable.—I have, &c.,

E. L. CAPPEL, Ag. Comr. of Customs, Salt, Opium & Abkari.

Extract from Letter No. C/7066, dated the 4th June 1903, from the Collector of Customs and Opium.

"The Import General Manifest of the Austrian Lloyd's S.S. 'Marquis of Bacquehem,' dated 24th February 1902, from Trieste contained the following items :—

Bill of Lading—612. $\frac{\text{G C Z G}}{\text{B C L}}$, 6 bags, sugar.

On these the Bombay Company paid duty, which was subsequently refunded. The Agents, Austrian Lloyd's Steam Navigation Co., were called on to explain the shortage. Their answer was that the Bombay Company had subsequently taken, at the instance of the Austrian Lloyd's Steam Navigation Company, 5 excess landed bags, *ex* S.S. 'E. F. Ferdinand,' on 15th April 1902, and 1 excess bag, *ex* S.S. 'Imperator,' on 22nd April 1902.

The principle of setting off excess against shortage has for obvious reasons never been admitted by this Custom House, the endless confusion it would entail in the form of a running series of adjustment is sufficiently obvious. Nevertheless in particular instances and under certain circumstances goods shortlanded have been allowed to be set off against excess landed goods. But in such cases it has generally been required either (i) that the excess and shortage should occur in the cargo of the same steamer, or (ii) that the marks on the excess goods should be identical with those on the shortlanded. In this case neither condition was fulfilled (i) the goods arrived in two steamers other than that which brought the manifest, one being as much as two months later in arrival, and (ii) the marks were entirely different in every case but one, and even in that the identity of mark was only approximate, not exact.

Further, no explanation was offered from the shippers or from the port of export to show either that the shortlanded goods were never shipped, or that the discrepancy in the marks was due to a mistake. It may be mentioned that other companies, *i.e.*,

the P. & O. generally produce, as explanation of shortlanded goods, certificates either from the Custom House of the port of export or from their agents at the port of shipment to show that these goods were not shipped. In some cases also goods may have been landed at an intermediate port, and in proof of this certificates from the Custom House concerned or from local agents are accepted.

The principle on which the action of the Custom House is based is that the Import General Manifest shows correctly what goods have been shipped, and as such is the proper guide in checking imports. The presumption is strengthened when a bill of lading is presented in total agreement with the Import General Manifest. To combat this presumption, it must be shown, *either* that the export bills and Export General Manifest which are the first foundations of the Import General Manifest do not agree with the Import General Manifest, *or* that the goods shortlanded at port of destination were landed at an intermediate port. Merely to allege that the consignees are content to accept in lieu of goods covered by their bill of lading other goods not so covered, and to which they have no claim is to evade the question as to how the goods have been disposed of.

Two courses are open to the Custom House—

(i) To examine goods on board when the ship arrives in harbour. (This is found to be impracticable).

(ii) To accept as a practical substitute for such examination an Import General Manifest from the agents. This is the current practice here and elsewhere, and in order to ensure the accuracy of the Import General Manifest, the Sea Customs Act provides certain penalties which will be noticed subsequently.

2. The second part of the complaint of the Chamber relates to shortages of contents of packages outwardly undamaged landed upon a clean receipt. In this connection the Chamber refer to the guarantee demanded from agents, by which, in return for the permission to break bulk before putting in the Import General Manifest, they accept the liability for all dues which would or might have been recoverable in respect of missing or deficient goods in the event of the cargo having been examined on board.

Here again the principle on which the action of the Custom House is based is the same, namely, that goods entered in the manifest must be accounted for. Whereas in a recent case of silk piece-goods landed in

an outwardly intact condition, the presumption is entirely in favour of missing goods not having been shipped, the agents are given the benefit of the presumption, and no duty is levied. But it stands to reason that no generalization is possible in such cases, any attempt at such a generalization would lead to abuses which it is as much the interest of the trade as the right of Government to check. Each case must be decided on its merits, and this is in fact the practice which obtains here.

The question of the legality of the guarantee, raised by the Chamber, is beside the point. The Chamber submit that the liability insisted on in the guarantee is one 'which the Act itself does not and cannot impose,' and that the action of Collectors in insisting on this liability is an assumption of power to restrict the terms of the Act. This contention appears to ignore Article 17 of Section 167 of the Sea Customs Act, which lays down a distinct *penalty* for (1) goods entered in a manifest and found short, as well as (2) for a short quantity which is not satisfactorily accounted for. The sanction for this penalty is to be found in the distinct and clearly defined provision of Clause (*c*) of Section 64. Thus the liability of the agent is determined by the provisions of the Act and the action of Collectors in insisting on this liability so far from restricting the terms of the Act is not merely directly and specifically justified, but is almost literally imposed on them by the Act.

Summarily, the position of the Chamber is, that both where goods are shortlanded, and where contents are missing from a package landed on clean receipts, the mere fact that goods are shortlanded and contents are missing should be accepted, without further explanation as sufficient proof of their never having been shipped. The position of the Custom House based, as it is on the assumption that the Import General Manifest is a correct and true document, as indeed is provided for by the Act, is to require a satisfactory explanation in each and every case where discrepancies occur between actual facts and entries in the Import General Manifest.

It is a somewhat interesting commentary on the subject of this correspondence that the total revenue derived from the levy of duty on shortages during the year 1902-03 by the Customs was Rs. 2,345, of which Rs. 1,896 were in respect of shortages of wines and spirits, *i.e.*, contents of packages, and only Rs. 449 in respect of other goods. This fact tends to show on the one hand that there is no very great cause for complaint in general on the part of the mercantile public, in respect

to the treatment they have received with reference to shortages and on the other that the magnitude of income secured to Government from this source is not suggestive of a temptation to Customs officers to deal with importers or ship's agents otherwise than in a reasonable and conciliatory manner."

CHAMBER OF COMMERCE,
BOMBAY, 15th July 1903.

The COMMISSIONER of CUSTOMS, SALT, OPIUM & ABKARI, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 3639, dated the 6th instant, covering an extract from a letter in which the Collector of Customs explains the system followed in respect of the levy of import duty on goods shortlanded and on shortages of contents of packages. I am to thank you for forwarding the said extract which has been read with much interest. The general principles affirmed appear to the Committee to be in the main reasonable; but there are certain practical considerations which appear to have been overlooked. As however discussion of such matters by letter is difficult and often inconclusive, the Committee direct me to say that they will be glad to depute Mr. Marshall Reid, C.I.E., Mr. Frank Ritchie and the Chairman to wait upon you or the Collector at a time to be appointed by you with a view to fuller explanation of their view.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. C/9399 OF 1903.

BOMBAY CUSTOM HOUSE,
31st July 1903.

From E. GRAY, ESQ., I.C.S., COLLECTOR of LAND REVENUE, CUSTOMS & OPIUM, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of 15th instant to the address of the Acting Commissioner of Customs, expressing a desire to make further explanations, through the medium of certain gentlemen named at

a personal interview, I have the honour to state that I shall be pleased to meet these gentlemen here on Friday, 21st August 1903, at 12-30.—I have, &c.,

E. GRAY, Collr. of Customs and Opium.

CHAMBER OF COMMERCE,
BOMBAY, 6th August 1903.

The COLLECTOR of LAND REVENUE, CUSTOMS & OPIUM.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. C/9399, dated 31st July, in which you kindly appoint Friday, 21st August, at 12-30 p.m., for an interview with certain members of the Committee on the subject of duty on goods shortlanded. The Committee regret to find that the Chairman will be absent from Bombay on that date, and that other members will be prevented from attending by the circumstance that Friday is mail day. I am therefore to enquire whether you could not make it convenient to appoint some other day after the 23rd instant.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. C/9807 OF 1903.

BOMBAY CUSTOM HOUSE,
11th August 1903.

From E. GRAY, ESQ., I.C.S., COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter of the 6th instant, I have the honour to inform you that on Thursday, 27th August, at 11 a.m., I shall be pleased to meet these gentlemen.—I have &c.,

E. GRAY, Collr. of Customs & Opium.

CHAMBER OF COMMERCE,
BOMBAY, 20th August 1903.

E. GRAY, ESQ., I.C.S., COLLECTOR of LAND REVENUE, CUSTOMS & OPIUM, Bombay,

SIR,—I am directed to acknowledge the receipt of your letter, C/9807 of the 11th instant, and to say that the deputation referred to will be

pleased to meet you at your office on Thursday, the 27th instant, at 11 a.m.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 27th August 1903.

Report of Special Committee appointed to confer with the Collector of Land Revenue, Customs and Opium, Bombay, regarding the system of levying import duty on all goods shortlanded. The Special Committee met in the rooms of the Chamber on Monday, the 24th August 1903, at 3 p.m.

Present.

The Hon'ble Mr. J. M. Dick (Chairman).
R. G. Monteath, Esq.
Frank Ritchie, Esq., and the Secretary.

Mr. Marshall Reid, C.I.E., was unable to attend.

The Special Committee having discussed the matter at length were of opinion that the facts before them were not sufficiently strong to go to the Collector with. They therefore recommend that the Collector be addressed, intimating that the Committee is not prepared to carry the matter further at the moment, but will address him later should they find themselves in a position to make any reasonable proposals for obviating the occasional hardship imposed by the present procedure.

As the Collector desired to meet the Special Committee on Thursday, the 27th instant, to discuss the matter, the Secretary was instructed, in view of the shortness of time, to address him at once in the above terms.

J. M. DICK.
FRANK RITCHIE.
R. G. MONTEATH.

CHAMBER OF COMMERCE,
BOMBAY, 24th August 1903.

E. GRAY, ESQ., I.C.S., COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, and with reference to the correspondence ending with your No. C/9807, dated the 11th August, on the subject of the

levy of duty upon goods shortlanded, etc., I have the honour to say that the Committee do not, as at present advised, feel that they would be justified in taking up your time with personal discussion of the matter. They recognise that the present procedure does appear to operate with hardship in certain cases ; but, in view of the explanation that accompanied your letter of the 6th July, the Committee are not convinced that the hardship is avoidable or sufficiently frequent to warrant them in carrying the matter further, seeing that they do not at the moment see their way to making any practical proposals for obviating the occasional hardship without prejudice to the Customs organisation. Should any reasonable proposals for the attainment of this end be hereafter submitted to them, they will do themselves the honour to address you again in full confidence that their representation will as usual receive your attentive consideration. For the present they will not trouble you to receive them, and it only remains to renew the expression of their indebtedness for the appointment you were good enough to make.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX BB.

IMPORT DUTY ON OIL-SEEDS IMPORTED INTO BRITISH INDIA FROM NATIVE STATES.

No. 47 of 1903.

CHAMBER OF COMMERCE,
KARACHI, 12th February 1903

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Import Duty on Agricultural Produce imported into British India from Native States.

DEAR SIR,—I am directed to hand you, enclosed, copy of a letter addressed by this Chamber to the Commissioner in Sind on the above subject, urging the desirability for the exclusion of such importations from the operation of the Indian Tariff Act (VIII of 1894).

My Committee hope that the Committee of your Chamber may see their way to making a similar representation to the Bombay Government in support of the action taken in the matter by this Chamber.—Yours, &c.,

C. CHETHAM, Secretary.

No. 45 of 1903.

CHAMBER OF COMMERCE,
KARACHI, 11th February 1903.

From the CHAIRMAN, KARACHI CHAMBER of COMMERCE, to the COMMISSIONER IN SIND, KARACHI.

SIR,—I have the honour to state that the attention of the Chamber has been drawn to the fact that under the Indian Tariff Act (VIII of 1884) a 3 per cent. customs duty is levied on all agricultural produce imported into British India by sea from Native Stat s.

The produce thus imported is practically all immediately exported to Europe, and a refund of the duty levied thereon less 1/10th is made.

The revenue accruing to Government from the imposition of this duty is very small, and its collection and subsequent refund gives considerable trouble both to merchants and the Customs authorities.

The Committee, in placing the matter before you, beg you to urge upon the Government of India the desirability of excluding agricultural produce imported by sea from Native States from the operation of the Tariff Act.—I have, &c.,

D. McIVER, Chairman.

Imports of Agricultural Produce into Bombay Port by sea from the Native States during the Official year 1900-01.

ARTICLES.		Free From Native States (Foreign Konkan, Cambay, Gaekwar's Territory, Travancore and Cochin).		Dutiable From Native States (Kutch and Kathiawar).		Total Imports.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Rs.		Rs.		Rs.
1 Cotton, Raw	cwts.	326	8,090	35,132	9,97,449	35,458	10,05,539
2 Tobacco, Unmanufactured.	lbs.	2,800	525	1,260	150	4,060	675
3 Turmeric	cwts.	9,259	1,23,617	40*	508	9,299	1,24,125
4 Vegetables, Fresh	,,	....	531	....	23,846	.....	24,377
5 Grain and Pulse	,,	2,505	17,352	48,541	2,74,430	51,046	2,91,782
6 Seeds, all kinds	,,	4,117	27,178	91,730*	7,05,811	95,847	7,32,989
7 Cardamoms	lbs.	16,042	31,795	....	....	16,042	31,795
8 Chillies	,,	....	....	11,844*	1,315	11,844	1,315
9 Ginger	,,	2,074,105	4,18,650	450*	86	2,074,555	4,18,736
10 Pepper	,,	3,106,263	10,64,724	657*	235	3,106,920	10,64,959
11 Tea	,,	2,140	357	60*	11	2,200	368
12 Coffee	cwts.	22	890	....	2	22	892
Total ..	..	....	16,93,709	....	20,03,842	.....	36,97,551

* Subject to duty.

CHAMBER OF COMMERCE,
BOMBAY, 28th February 1903.

The SECRETARY, CHAMBER of COMMERCE, Karachi.

DEAR SIR,—Your letter of the 12th instant relating to the import duty on agricultural produce imported into India by sea from Native States was duly received, but some delay in examining the question has arisen through the change in system (referred to in my letter of the 10th November 1902), whereby the Government returns for import into Bombay (chief port) for 1901-1902 are merged in those for the whole Presidency. Particulars for the year 1900-1901 have now been prepared and considered by my Committee, who direct me to say that these particulars do not seem to them to bear out your contention that "the produce thus imported is practically all immediately exported to Europe." As at present advised the Committee do not think that any useful purpose would be served by asking Government to admit these imports free of duty, but they direct me to beg that you will favour them with particulars as to the figures on which your Committee base their recommendation.—Yours, etc.,

FREDERICK NOEL-PATON, Secretary.

No. 126 OF 1903.

CHAMBER OF COMMERCE,
KARACHI, 7th April 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With reference to your letter of 28th February last, I am directed to state that it was obviously a mistake to use the term "Agricultural Produce," and that Government will be asked to consider this Chamber's representation as referring to oil-seeds only.

An investigation of the Annual Reports of Trade and Navigation of the Province of Sind, as will be seen from the figures which follow, evidences that some errors have arisen in the compilation of those Reports.

The Report of 1901-1902 states:—

	1898-1899.	1899-1900.	1900-1901.	1901-1902.
Gross Import Duty on Seeds imported from Foreign Countries ...	Rs. 2,379	Rs. 4,743	Rs. 4,804	Rs. 10,134
Drawbacks paid ...	424	2,888	2 818	5,706
Net duty collected ...	1,955	1,855	1,986	4,428

On the other hand, taking the figures for imports and exports on which duty was leviable and refunded, the position is—

	1898-1899.	1899-1900.	1900-1901.	1901-1902.
	Rs.	Rs.	Rs.	Rs.
Imports	29,186	90,661	56,425	83,8 2
Exports	16,994	76,670	37,657	40,577
Total ...	12,192	15,991	18,768	43,265
5 per cent. on which ...	610	700	940	2,125
1/10 of 5 per cent. on Exports	85	383	188	203
Total duty due	695	1,083	1,128	2,328
Total collected ...	1,955	1,855	1,986	4,428

My Committee consider that taking even the larger group of figure as correct, they can hardly justify the continuance of such a troublesome system as at present existing.

With the above explanation before your Committee, it is possible that they may be inclined to change their views in the matter, and accord support to the representation made by this Chamber for the abolition of the duty now levied.—Yours, &c.,

C. H. CHETHAM, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 23rd April 1903.

The SECRETARY to GOVERNMENT, GENERAL DEPARTMENT, Bombay.

SIR,—Under the Indian Tariff Act a custom duty of 5 per cent. *ad valorem* is levied on oil-seeds imported by sea from Native States into British India, and on re-exportation of such seeds a refund of the custom duty less $\frac{1}{8}$th is made. The attention of the Committee of the Bombay Chamber of Commerce has been drawn to the fact that a very large proportion of these seeds are in fact re-exported, and that trade is to this extent subjected to the inconvenience and loss attending the system of refund or drawback, while the net revenue derived by Government is in no way commensurate with the said inconvenience and loss. The Committee believe that these facts will be recognised by Government on an examination of the question ; and I have, under their instructions, the honour to beg that Government may be pleased

to consider the expediency of excluding such oil-seeds imported by sea from Native States from the operation of the Indian Tariff Act.—I have, &c.,

J. M. DICK, Chairman.
FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 24th April 1903.

The SECRETARY, CHAMBER of COMMERCE, Karachi.

DEAR SIR,—I beg to confirm the following telegram despatched to your address this afternoon :—

"Yours seventh. Refund stated as nine-tenths of duty. Refer Sea Customs Act, Section 42, Drawback seven-eighths. Please advise."

Yours faithfully,
FREDERICK NOEL-PATON, Secretary.

No. 250 OF 1903.

CHAMBER OF COMMERCE,
KARACHI, 27th April 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to confirm the following telegram despatched to your address on the 25th instant, in reply to yours of the 24th instant :—

"Seven-eighths correct; regret mistake which however makes only slight difference,"

and to enclose an amended statement calculating the drawback at seven-eighths instead of nine-tenths, which please substitute for the embodied in my letter of the 7th instant.

Amended statement.

	1898-1899.	1899-1900.	1900-1901.	1901-1902.
	Rs.	Rs.	Rs.	Rs.
Imports	29,186	90,661	56,425	83,842
Exports	16,994	76,670	37,657	40,577
	12,192	13,991	18,768	43,265
6 per cent. on which ...	610	700	940	2,125
$\frac{1}{8}$th of 5 per cent. on Exports.	106	478	235	253
Total duty due ...	716	1,178	1,175	2,378
Total collected ...	1,955	1,855	1,986	4,428

Yours, &c.,
C. H. CHETHAM, Secretary.

APPENDIX CC.

INDIAN TARIFF ACT.

REVISION OF TARIFF.

No. 9038.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 19th December 1902.

Letter from the Government of India, Finance and Commerce Department, No. 6598-S.R., dated 11th December 1902 :—

"It is the practice of the Government of India to revise once a year the tariff values of articles subject to duty under Schedule IV of the Indian Tariff Act, 1894 (VIII of 1894). The last revision was effected by the notifications in this Department, No. 351-S.R., dated the 20th January 1902, and No. 916-S.R., dated the 12th February 1902.

"2. Since no officer suitable for the work of revision is at present available at Calcutta, I am directed to request that, with the permission of His Excellency the Governor in Council, it may this year be entrusted to the Collector of Customs, Bombay, or some other experienced and responsible Customs official, and that arrangements may be made direct with the Government of Madras for the deputation to Bombay, for a few days, of a competent appraiser to assist in the revision. After preparing a draft schedule and discussing it with the members of the Bombay Chamber of Commerce, the officer selected should come to Calcutta to meet representatives of the Calcutta Chamber of Commerce, and appraisers from the Calcutta Customs House. As soon as his recommendations are finally formulated, he should forward them direct to this Department.

"3. I am to request that the Government of India may be informed as soon as possible of the officer selected by the Government of Bombay for the work of revising the tariff values and of

the probable date of his arrival in Calcutta. The work should not, it is thought, occupy more than a few days, and it is desired that no avoidable delay in carrying it out may be allowed."

Resolution.—A copy of the letter from the Government of India should be forwarded to the Collector of Land Revenue, Customs and Opium, Bombay, for information and guidance, and he should be asked to undertake the work of revising the tariff values of articles liable to duty.

2. The Government of Madras should be requested (by wire) to depute to Bombay a competent appraiser to assist in the revision.

3. Mr. Gray should be requested to report, for communication to the Government of India, the probable date of his arrival in Calcutta. In the meantime that Government should be informed (by wire) of the appointment of Mr. Gray.

P. J. MEAD, Under-Secy. to Govt.

APPENDIX

INDIAN TARIFF ACT.

Customs Circular No. 1 of 1904.

NOTIFICATION—By the Government of India, Finance and Commerce Department, No. 7885 S. R., dated the 23rd December 1903.

IN exercise of the powers conferred by section 22 and 23 of the Sea Customs Act, 1878 (VIII of 1878), in modification of the tariff values fixed by the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act 1894, Amendment Act, 1896 (III of 1896), and as further altered from time to time by Notifications of the Governor-General in Council, the Governor-General in Council is pleased to fix, with effect from the 1st of January 1904, for the articles specified in column 2 of the schedule hereto annexed, the tariff values stated in column 4 of the said schedule.

Provided that nothing in this Notification shall affect any additional duty imposed under the powers conferred by Sections 8 A and 8 B of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act Amendment Act, 1899 (XIV of 1899), the Indian Tariff (Amendment) Act, 1902 (VIII of 1902), and the Indian Tariff (Amendment) Act, 1903 (XII of 1903).

SCHEDULE IV.—(IMPORT TARIFF).

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation.	
	Animals, living.		Rs. a.	
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds...	...	... ...	Free.
	Articles of Food and Drink.			
2	COFFEE	cwt.	27 0	Five per cent.
3	FRUITS AND VEGETABLES, except fresh fruits and vegetables not separately enumerated, which are free—			
	Almonds without shell	,,	57 0	,,
	,, in the shell	,,	17 0	,,
	,, (kagazi)	,,	45 0	,,
	Cashew or cajoo kernels... ...	,,	15 0	,,
	Cocoanuts, Straits	thousand	65 0	,,
	,, others	,,	30 0	,,
	,, kernel (khopra) ...	cwt.	12 0	,,
	Currants, in cases...	,,	13 0	,,
	,, in cans	,,	26 0	,,
	,, other	,,	14 0	,,
	Dates, dry, in bags	,,	6 4	,,
	,, wet ,, ...	,,	4 0	,,
	,, ,, in pots, boxes, and tins	,,	8 0	,,
	Figs, Persian, dried	,,	13 0	,,
	Garlic	,,	4 0	,,
	Hops	...	...	Free.
	Pistachio nuts	cwt.	40 0	Five per cent.
	Prunes, Bussora (alu-Bokhara)...	,,	23 0	,,
	Raisins, black	,,	8 0	,,
	,, kishmish	,,	13 0	,,
	,, Munakka	,,	9 0	,,
	,, other sorts	...	*ad valorem*	,,
	Walnuts	cwt.	8 0	,,
	All other sorts of fruits & vegetables	...	*ad valorem*	,,
4	GRAIN AND PULSE, including broken grain and pulse, but not including flour	...	...	Free.
5	MINERAL AND ÆRATED WATERS, and all unfermented and non-alcoholic beverages	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink—*contd.*		Rs. a.	
6	PROVISIONS, OILMAN'S STORES AND GROCERIES—			
	Bacon	...	*ad valorem*	Five per cent.
	Beef and Pork	...	,,	,,
	Biche de mer	...	,,	,,
	Butter	lb.	1 4	,,
	Cheese	...	*ad valorem*	,,
	China preserves in syrup ...	box of six jars	4 8	,,
	,, ,, dry, candied ...	lb.	0 4½	,,
	Cocum...	cwt.	4 0	,,
	Fish-maws	...	...	Free.
	Flour	...	*ad valorem*	Five per cent.
	Ghi	cwt.	48 0	,,
	Groceries not otherwise described	...	*ad valorem*	,,
	Margarine	lb.	1 4	,,
	Pork hams	...	*ad valorem*	,,
	Sago...	cwt.	6 8	,,
	Shark-fins	...	...	Free.
	Singally and sozille	...	...	,,
	Tapioca	cwt.	9 0	Five per cent.
	Vinegar, European, in wood ...	...	*ad valorem*	Two and one-half per cent.
	,, Persian...	Imperial gallon.	1 8	,,
	,, Indian	,,	0 6	,,
	All other sorts of provisions, oilman's stores and groceries ...	...	*ad valorem*	Five per cent.
7	SPICES—			
	Betelnuts—Goa	cwt.	11 0	,,
	,, —in the husk	...	*ad valorem*	,,
	,, —all other sorts ...	...	,,	,,
	Chillies, dry	cwt.	13 0	,,
	Cloves	,,	40 0	,,
	,, stems and heads	,,	8 0	,,
	Cloves in seeds, narlavang ...	,,	11 0	,,
	Ginger, dry	,,	16 0	,,
	Mace	lb.	1 12	,,
	Nutmegs	,,	0 7	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink— *concld.*		Rs. a.	
	SPICES—*concld.*			
	Nutmegs in shell	lb.	0 5	Five per cent.
	Pepper, black	cwt.	35 0	"
	" white	"	65 0	"
	All other sorts of spices... ...	...	*ad valorem*	"
8	SUGAR, China, Candy...	cwt.	15 0	"
	" loaf	"	14 0	"
	" crystallised, beet	"	9 12	"
	" " and soft (other than beet) refined in the United Kingdom	"	9 12	"
	" " " from China ...	"	10 0	"
	" " " from Egypt ...	"	9 12	"
	" " " white from Java.	"	9 8	"
	" " " from Mauritius...	"	9 4	"
	" all other sorts, including saccharine produce of all kinds and confectionery ...	...	*ad valorem*	"
9	TEA, black	lb.	0 8	"
	" green	"	0 10	"
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials.			
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	"	0 1½	"
	Alkali, Indian (sajji-khar) ...	cwt.	2 4	"
	Alum	"	4 10	"
	Arsenic	"	23 0	"
	" (China mansil)	"	19 0	"
	Bicarbonate of soda	"	6 4	"
	Copperas, green	...	*ad valorem*	Two and one-half per cent.
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions, including detonators and blasting fuse	...	"	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*contd.*			
	CHEMICAL PRODUCTS AND PREPARATIONS—*concld.*			
	Sal ammoniac	cwt.	30 0	Five per cent.
	Sulphate of copper	"	16 8	"
	Sulphur (brimstone), flour ...	"	7 0	"
	" ("), roll ...	"	5 8	"
	" ("), rough ...	"	5 0	"
	All other sorts of chemical products and preparations, including saltpetre and borax ...	...	*ad valorem*	"
11	DRUGS, MEDICINES, AND NARCOTICS—			
	Aloes, black	cwt.	22 0	"
	" Socotra	"	16 0	"
	Aloe-wood	lb.	6 0	"
	Asafœtida (hing)...	cwt.	75 0	"
	" coarse (hingra) ...	"	19 0	"
	Atary, Persian	"	15 0	"
	Banslochan (bamboo camphor)...	lb.	0 4	"
	Brimstone (amalsara)	cwt.	25 0	"
	Calumba root	"	5 0	"
	Camphor, refined, cake	lb.	1 9	"
	" partially refined, cake, in blocks of about 13lb.	"	1 3	"
	" crude, in powder ...	"	1 1	"
	Cassia lignea	cwt.	28 0	"
	China root (chobchini), rough ...	"	8 0	"
	" " ("), scraped...	"	16 0	"
	Cubebs	"	20 0	"
	Galangal, China	"	7 0	"
	Pellitory (akalkara)	"	35 0	"
	Peppermint crystals	...	*ad valorem*	"
	Quinine and other alkaloids of cinchona...	...	...	Free.
	Salep	cwt.	100 0	Five per cent.
	Senna leaves	"	5 0	"
	Storax, liquid (rose melloes or saláras)	"	36 0	"
	Tobacco, unmanufactured ...	...	...	Free.
	" manufactured	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*concld.*		Rs. a.	
	DRUGS, MEDICINES, AND NARCOTICS—*concld.*			
	All other sorts of drugs, medicines, and narcotics, except opium (for which see Schedule III)	...	*ad valorem*	Five per cent.
12	DYEING AND TANNING MATERIALS—			
	Alizarine dye, dry, 40 per cent.	lb.	1 4¼	„
	„ „ „ 50 „ ...	„	1 8½	„
	„ „ „ 60 „ ...	„	1 12	„
	„ „ „ 70 „ ...	„	2 0¼	„
	„ „ „ 80 „ ...	„	2 4½	„
	„ „ „ 100 „ ...	„	2 12	„
	„ „ moist, 10 „ ...	„	0 4¾	„
	„ „ „ 16 „ ...	„	0 7	„
	„ „ „ 20 „ ...	„	0 8	„
	Aniline „ „ indigo blue...	„	0 6½	„
	„ „ dry	„	1 0	„
	„ salts	...	*ad valorem*	„
	Avar bark	cwt.	4 0	„
	Buzgand (gulpista)	„	40 0	„
	Cochineal	lb.	1 3	„
	Gallnuts (myrabolams)	...	*ad valorem*	„
	„ Persian	cwt.	36 0	„
	Madder or manjit...	„	8 8	„
	Orchilla weed	„	5 4	„
	Sappan wood and root	...	*ad valorem*	„
	Turmeric	...	„	„
	All other sorts of dyeing and tanning materials	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals.		Rs. a.	
13	HARDWARE AND CUTLERY, including ironmongery and platedware, and also including machines, tools, and implements to be worked by manual or animal labour. [*Exceptions which are free*: (i) Water-lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry, which the Governor-General in Council may, by notification in the *Gazette of India*, exempt; (ii) the following agricultural implements, when constructed so that they can be worked by manual or animal power, namely, winnowers, threshers, mowing and reaping machines, elevators, seed-crushers, chaff-cutters, root-cutters, horse and bullock gears, ploughs, cultivators, scarifiers, harrows, clod-crushers, seed-drills, hay-tedders, and rakes; (iii) the following articles used in the manufacture of cotton, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks; (iv) box backs and swells and rough unshaped bobbin ends, when imported by or on behalf of a manufacturer or millowner, and certified by him to be intended exclusively for use in his mill.]...	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
14	MACHINERY, namely, prime-movers and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam rollers, fire engines and other machines in which the prime-mover is not separable from the operative parts ... Machinery (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts; and including belting of all materials for driving machinery. Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose.	...	...	Free.
	Note—Machinery and component parts thereof made of substances other than metal are included in this entry.			
15	METALS, unwrought and wrought, and articles made of metals—			
	Brass, orsidue and leaves, European	...	*ad valorem*	Five per cent.
	Brass, orsidue and leaves, China	...	"	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Brass patent or yellow metal, sheathing, sheets, and plates ...	cwt.	44 0	Five per cent.
	Brass patent or yellow metal, sheathing, sheets, and plates (old)	„	28 0	„
	Brass sheets, flat or in rolls, very thin	„	135 0	„
	„ wire	...	*ad valorem*	„
	„ all other sorts	...	„	„
	Copper, bolt and bar, rolled ...	...	„	„
	„ brazier's and sheets ...	cwt.	53 0	„
	„ nails and composition nails	...	*ad valorem*	„
	„ old...	cwt.	58 0	„
	„ pigs, tiles, ingots, cakes, bricks and slabs ...	„	50 0	„
	„ sheathing, plate, and raised bottoms ...	„	55 0	„
	„ China, white, copperware	lb.	1 2	„
	„ foil or dankpana, white, 10½ in. × 4½ in. ...	hundred leaves.	1 14	„
	„ foil or dankpana, coloured, 10½ in. × 4½ in. ...	„	2 0	„
	„ wire, including phosphor-bronze...	...	*ad valorem*	„
	„ all other sorts, unmanufactured and manufactured except current coin of the Government of India, which is free... ...	...	„	„
	German silver	...	„	„
	Gold bullion and coin	...	...	Free.
	Gold leaf	...	*ad valorem*	Five per cent.
	Iron, anchors and cables... ...	...	„	One per cent.
	„ angle, T, and channel, other than Lowmoor, or Swedish	ton	110 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron, angle and T, other than Lowmoor or Swedish (if galvanized)	...	*ad valorem*	One per cent.
	„ channel (if galvanized) ...	...	„	„
	„ bar, Lowmoor and similar qualities	ton	370 0	„
	„ „ Swedish and similar qualities	„	160 0	„
	„ „ Swedish and similar qualities nail-rod, also round rod under half an inch in diameter...	„	165 0	„
	„ „ other kinds	„	100 0	„
	„ „ other kinds, nail-rod and round rod under half an inch in diameter	„	105 0	„
	„ „ other kinds (if galvanized)	...	*ad valorem*	„
	„ beams, joists, pillars, girders, bridge-work, and other such descriptions of iron imported exclusively for building purposes ...	...	„	„
	„ plate and sheet, Lowmoor and similar qualities ...	ton	460 0	„
	„ plate and sheet, Swedish and charcoal	...	*ad valorem*	„
	„ plate and sheet and hoop, other kinds	ton	130 0	„
	„ hoop, other kinds (if galvanized)	...	*ad valorem*	„
	„ plate, other kinds (if galvanized)	ton	180 0	„
	„ plate, other kinds (if tinned)	...	*ad valorem*	„
	„ sheets, other kinds (if galvanized)	ton	180 0	„
	„ sheets, other kinds (lead-coated)	...	*ad valorem*	„
	„ bar, hoop, plate and sheet, Lowmoor and Swedish (if galvanized)	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron bar (including angle, T, and channel) hoop, plate and sheet (tinned) ...	...	*ad valorem*	One per cent.
	„ nails, rose, wire, and flat-headed	cwt.	9 0	„
	„ nails, other sorts (including galvanized or tinned) ...	...	*ad valorem*	„
	„ nuts and bolts, also galvanised hooks and nuts for roofing	...	„	„
	„ old	cwt.	2 0	„
	„ pig	...	*ad valorem*	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	...	„	„
	„ rails, chair, sleepers, and fish-plates, other than those described in No. 59, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips, and tie-bars.	...	„	„
	„ rice-bowls	...	„	„
	„ ridging galvanised	...	„	„
	„ rivets and washers, all sorts	...	„	„
	„ wire, including fencing wire and wire rope, but excluding wire-netting...	...	„	„
	„ cans, tinned when imported containing petroleum which is separately assessed to duty at one anna per Imperial gallon under No. 16	can	0 3	Five per cent.
	„ all other sorts, including wire-netting	...	*ad valorem*	„
	Lametta	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Lead, all sorts (except sheets for tea-chests which are free) ...	...	*ad valorem*	Five per cent.
	Quicksilver	lb.	1 12	"
	Shot, bird	cwt.	15 0	"
	Silver bullion or coin, except current coin of the Government of India, which is free...	...	*ad valorem*	"
	Steel, anchors and cables ...	...	"	One per cent.
	" angle, channel and spring	...	"	"
	" bar and blooms	...	"	"
	" basic, all sorts, including galvanised or tinned sheets	...	"	"
	" beams, joists, pillars, girders, bridge-work and other descriptions of steel imported exclusively for building purposes	...	"	"
	" cast and blistered of any kind not specified in this number	...	"	"
	" hoop	ton	145 0	"
	" " (if galvanised) ...	...	*ad valorem*	"
	" nails	...	"	"
	" nuts and bolts and nail-rods	...	"	"
	" old	ton	140 0	"
	" pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	...	*ad valorem*	"
	" plates and sheets	ton	120 0	"
	" " " planished.	...	*ad valorem*	"
	" " " (if galvanised).	ton	180 0	"
	" " " planished (if tinned or lead-coated)...	...	*ad valorem*	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*concld.*			
	METALS, unwrought and wrought, and articles made of metals—*concld.*			
	Steel, rails, chairs, sleepers, and fish-plates other than those described in No. 59, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips, and tie-bars	...	Rs. a. *ad valorem*	One per cent.
	„ rivets and washers, all sorts	...	„	„
	„ T-bars	ton	110 0	„
	„ „ (if galvanised) ...	...	*ad valorem*	„
	„ „ (if tinned)	...	„	„
	„ wire, excluding wire-netting	...	„	„
	„ wire-rope	...	„	„
	„ all other sorts, including wire-netting	...	„	Five per cent.
	Tin, block	cwt.	100 0	„
	„ foil, and other sorts... ...	...	*ad valorem*	„
	Zinc or spelter, nails	...	„	„
	„ „ plates and other shapes, soft ...	cwt.	19 0	„
	„ „ plates and other shapes, hard ...	„	16 0	„
	„ „ all other sorts ...	...	*ad valorem*	„
	All other sorts of metals... ...	...	„	„
	Oils.			
16	PETROLEUM, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosene, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum	Imperial gallon.	...	One anna.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Oils—*concld.*			
	PETROLEUM, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes	...	*ad valorem*	Five per cent.
	PETROLEUM, which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively as fuel	...	,,	,,
	All other sorts of oil, animal or vegetable (including otto of all kinds), and mineral, including paraffin wax	...	,,	,,
	Other Articles, unmanufactured and manufactured.			
17	APPAREL, including drapery, haberdashery, and millinery, and military and other uniforms and accoutrements, but excluding cotton-hosiery (for which see No. 20) and boots and shoes (for which see No. 45) and excluding also uniforms and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free ...	...	,,	,,
18	ART, WORKS OF, except (1) statuary and pictures intended to be put up for the public benefit in a public place, and (2) memorials of a public character intended to be put up in a public place, including the materials used, or to be used, in their construction, whether worked or not, which are free	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*			
19	BAMBOOS, common, grass, hay, rushes, straw, and leaves	...	...	Free.
20	BOOKS printed, including covers for printed books, maps, charts and plans, proofs, music, and manuscripts...	...	...	"
21	BRISTLES AND FIBRE, for brushes and brooms	...	...	"
22	BRUSHES AND BROOMS, all sorts ...	...	*ad valorem*	Five per cent.
23	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fire-clay, earthenware piping, lime and other kinds, not otherwise described	...	"	"
24	CABINET-WARE AND FURNITURE...	...	"	"
25	CARRIAGES AND CARTS, including motor cars, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheelbarrows, and all other sorts of conveyances, and component parts thereof, but excluding motor cars designed to carry goods and containing a prime-mover, which are free ...	...	"	"
26	CHINESE AND JAPANESE-WARE, including lacquered-ware but excluding earthenware, china, and porcelain (for which see No. 32) ...	...	"	"
27	CLOCKS, WATCHES, and other timekeepeers, and parts thereof ...	...	"	"
28	COAL, COKE, AND PATENT FUEL ...	...	...	Free.
29	CORDAGE, Rope and Twine made of any vegetable fibre	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
30	COTTON AND ARTICLES MADE OF COTTON—			
	Cotton, raw	...	...	Free.
	„ twist and yarn	...	...	„
	„ sewing thread	...	...	„
	„ piece-goods, hosiery, and all other manufactured cotton goods not otherwise described...	...	*ad valorem*	Three and one-half per cent.
31	EARTH, COMMON CLAY, AND SAND.	...	...	Free.
32	EARTHENWARE (except earthenware piping, for which see No. 23), china, china clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent.
33	FANS OF ALL KINDS, except common palm-leaf fans, which are free ...	...	„	„
34	FIREWORKS, all sorts, including fulminating-powder	...	„	„
35	FLAX AND ARTICLES MADE OF FLAX, including linen-thread ...	...	„	„
36	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing and other vessels	...	„	„
37	GUMS, GUM-RESINS, and articles made of gum or gum-resin—			
	Copal	cwt.	70 0	„
	Cutch and gambier	„	23 0	„
	Gamboge	lb.	1 12	„
	Gum Ammoniac	cwt.	10 0	„
	„ Arabic	„	14 0	„
	„ Bdellium	...	*ad valorem*	„
	„ Benjamin, ras	cwt.	25 0	„
	„ „ cowrie	„	70 0	„
	„ Bysabol (coarse myrrh) ...	„	20 0	„
	„ Olibanum or frankincense.	...	...	Free.
	„ Persian (false)	cwt.	10 0	Five per cent.
	Myrrh	„	38 0	„
	Rosin	„	5 8	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd*		Rs. a.	
	GUMS, GUM-RESINS, and articles made of gum or gum-resin—*concld*			
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha...	...	*ad valorem*	Five per cent.
38	HEMP, including Manilla hemp, and articles made therefrom	...	"	"
39	HIDES AND SKINS (except raw or salted hides and skins, which are free) including parchment and vellum, gold beaters' skins, and all other descriptions of hides or skins	...	"	"
40	HORN	...	...	Free.
	HORN, articles made of, not otherwise described	...	*ad valorem*	Five per cent.
41	INSTRUMENTS, APPARATUS, AND APPLIANCES, and parts thereof— Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments, apparatus, and appliances when imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling, which are free	...	"	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
42	IVORY AND IVORY-WARE—			
	Unmanufactured—			
	Elephants' grinders	cwt.	350 0	Five per cent.
	„ tusks (other than hollows, centres, and points), each exceeding 20lb. in weight, and hollows, centres, and points each weighing 10lb. and over...	„	750 0	„
	Elephants' tusks (other than hollows, centres and points) not less than 10lb. and not exceeding 20lb. each, and hollows, centres, and points, each weighing less than 10lb...	„	650 0	„
	Elephants' tusks, each less than 10lb. (other than hollows, centres, and points)	„	500 0	„
	Sea-cow or moye teeth, each not less than 4lb.	„	200 0	„
	Sea-cow or moye teeth, each not less than 3lb. and under 4lbs.	„	185 0	„
	Sea-cow or moye teeth, each less than 3lb.	„	135 0	„
	All other sorts, manufactured and unmanufactured	...	*ad valorem*	„
43	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silver-ware, plain.. .. ... { Other than European.	tola	1 0	„
	„ embossed or chased. { Other than European.	„	1 4	„
	All other sorts, except precious stones and pearls, unset; which are free	...	*ad valorem*	„
44	JUTE, raw	...	...	Free.
	„ articles made of, except second-hand or used gunny bags, which are free	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
45	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery, except saddlery of a military pattern imported by an officer of His Majesty's regular forces and forming part of the equipment with which he is required to supply himself under Army Regulations, which is free ...	...	*ad valorem*	Five per cent.
46	MANURES of all kinds, including animal bones	...	...	Free.
47	OILCAKE, also bran, fodder, and cattle-food of all kinds	...	...	,,
48	OIL-CLOTH AND FLOOR CLOTH, including linerusta, linoleum, and tarpaulins	...	*ad valorem*	Five per cent.
49	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood, and metals—			
	Lead, red, dry	cwt.	13 0	,,
	,, white, dry	,,	17 0	,,
	Ochre, other than European, all colours	,,	1 8	,,
	Paints, composition	...	*ad valorem*	,,
	,, patent driers	...	,,	,,
	Turpentine	Imperial gallon.	3 0	,,
	Verdigris	...	*ad valorem*	,,
	Vermilion, Canton	box of 90 bundles.	115 0	,,
	Zinc, white, dry	...	*ad valorem*	,,
	All other sorts, including glue and putty	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty
	Other Articles, unmanufactured and manufactured—*contd.*			
50	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing	...	Rs. a. *ad valorem*	Five per cent.
	„ articles made of paper and papier-maché...	...	„	„
51	PERFUMERY—			
	Gowla, husked and unhusked ...	cwt.	40 0	„
	Kapurkachri (zedoary)	„	12 8	„
	Patch leaves (patchouli) ...	„	28 0	„
	Rose-flowers, dried	„	13 0	„
	Rose-water...	Imperial gallon.	2 0	„
	All other sorts, except perfumed spirit (for which see Schedule III) ...	...	*ad valorem*	„
52	PITCH, TAR, AND DAMMER—			
	Bitumen	...	„	„
	Dammer	cwt.	5 0	„
	Pitch, American and European.	...	*ad valorem*	„
	„ coal	cwt.	4 0	„
	Tar, American and European...	„	6 8	„
	„ coal	„	4 0	„
	„ mineral	...	*ad valorem*	„
53	PLANTS AND BULBS, living, also dried for herbaria	...	...	Free.
54	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians and onyx)	...	...	„
55	PULP of wood, straw, rags, paper and other materials	...	...	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*			
56	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, but not including paper	...	...	Free.
57	RAGS	...	...	"
58	RACKS for the withering of tea leaf.	...	...	"
59	RAILWAY MATERIAL for permanent way and rolling-stock, namely, cylinders, girders, and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brake gear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, waggons traversers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a railway company, namely, cranes, water cranes, water tanks and standards, wire and other materials for fencing: Provided that for the purpose of this exemption "railway" means a line of railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State, under the suzerainty of His Majesty, and also such tramways as the Governor-General in Council may, by notification in the *Gazette of India*, specifically include therein	...	...	"
60	SEEDS—			Five per cent.
	Castor	cwt.	4 0	
	Cummin	"	13 0	"
	" black	...	*ad valorem*	"
	Linseed	cwt.	5 8	"
	Methi	"	4 8	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*			
	SEEDS—*contd.*		Rs. a.	
	Mustard, rape or sarson... ...	cwt.	6 8	Five per cent.
	Poppy	,,	6 0	,,
	Quince, bihidána...	,,	60 0	,,
	Til or jinjili	,,	6 0	,,
	All other sorts	...	*ad valorem*	,,
61	SHELLS AND COWRIES—			
	Chanks—large shells, for cameos.	...	,,	,,
	,, white, live	...	,,	,,
	,, ,, dead	...	,,	,,
	Cowras	...	,,	,,
	Cowries, bazar, common ...	cwt.	3 8	,,
	,, yellow, superior quality	,,	5 0	,,
	,, Maldive	,,	5 8	,,
	,, sankhla	,,	60 0	,,
	Mother-of-pearl, nacre	...	...	Free.
	Nakhla	cwt.	65 0	Five per cent.
	Tortoise-shell	lb.	7 8	,,
	,, nakh	,,	4 8	,,
	All other sorts, including articles made of shell, not otherwise described	...	*ad valorem*	,,
62	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, steam-launches, boats, and barges, imported entire or in sections	...	...	Free.
63	SILK AND ARTICLES MADE OF SILK—			
	Bokhara	lb.	9 0	Five per cent.
	Floss	,,	9 0	,,
	Piece-goods	...	*ad valorem*	,,
	Sewing thread, China	lb.	12 0	,,
	Raw silk—Chaharam, Cochin-China, and yellow Shanghai...	,,	5 4	,,
	Mathow	,,	2 8	,,
	Other kinds of China...	,,	6 8	,,
	Waste and Kachra ...	,,	1 4	,,
	Panjam	,,	1 12	,,

SCHEDULE IV.—(IMPORT TARIFF)—*concld.*

GENERAL DUTIES—*concld.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*concld.*		Rs. a.	
	SILK AND ARTICLES MADE OF SILK—*concld.*			Five
	Raw Silk——Persian	lb.	5 0	per cent.
	Siam	,,	1 10	,,
	All other sorts, including cocoons.	...	*ad valorem*	,,
64	SOAP	...	,,	,,
65	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals	...	...	Free.
66	STATIONERY, excluding paper (for which see No. 50)	...	*ad valorem*	Five per cent.
67	STONE AND MARBLE, and articles made of stone and marble... ...	...	,,	,,
68	TALLOW AND GREASE, including stearine	...	,,	,,
69	TEA CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk.	...	...	Free.
70	TEXTILE FABRICS not otherwise described	...	*ad valorem*	Five per cent.
71	TOILET REQUISITES not otherwise described	...	,,	,,
72	TOYS, including toy books, and requisites for all games	...	,,	,,
73	UMBRELLAS, parasols and sunshades of all kinds	...	,,	,,
74	WALKING STICKS and sticks for umbrellas, parasols and sunshades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines ...	...	,,	,,
75	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	...	,,	,,
76	WOOL, raw	...	...	Free.
	,, articles made of, including felt	...	*ad valorem*	Five per cent.
77	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule	...	,,	

E. N. BAKER,

Secretary to the Government of India.

APPENDIX DD.

CUSTOMS-HOUSE ORGANIZATION.

WORKING HOURS.

No. 2585.

BOMBAY CUSTOM HOUSE,

3rd July 1903.

In accordance with the orders contained in Government Resolution, Revenue Department, No. 4239, dated the 30th June 1903, the office hours of the Custom House Establishment are notified as follows:—

(1) PREVENTIVE SERVICE AND WHARF.—The office hours will be taken as from sunrise to sunset, but no individual officer will be required to work ordinarily more than an average of 9 hours a day, or 54 hours a week, in addition to such time spent on simple guard duty as may be reasonable in each case.

(2) That for all other classes of Customs Establishments, *i.e.*, Appraisers, Examiners (Inspectors), Gaugers, Clerks, the account staff, the bonding staff and the supervising staff, the ordinary business hours will be from 9 a.m. to 6 p.m.—I have, etc.,

(Sd.) E. GRAY, Collector of Customs and Opium.

No. C—8217 OF 1903.

Copy forwarded for information to the Secretary, Chamber of Commerce, Bombay.

J. M. GUBBAY,

for Collector of Customs and Opium.

APPENDIX EE.

WORKING OF THE CUSTOM HOUSE DURING HOLIDAYS.

LEVY OF EXTRA FEES.

CHAMBER OF COMMERCE,
BOMBAY, 20th April 1903.

The COLLECTOR of CUSTOMS and OPIUM, Bombay.

SIR,—With reference to order No. 2765, dated 3rd April, regarding the arrangements made for the conduct of Custom House work during the Easter Holidays and the closing of the Custom House, "subject to due provision being made by the Heads of Departments for emergent work only," complaints have been received that on the 13th instant (Easter-Monday) extra fees were Demanded for the passing of certain Export Shipping Bills relating to cargo intended for a vessel sailing on the 15th instant.

2. The Committee are aware that such extra fees have been levied on several recent occasions, but the practice is believed to be a new one, and they have been unable to ascertain on what principle these charges are made and on what scale they are calculated.

3. Under the instructions of the Committee, I therefore have the honor to beg that you will favour them with information on these points for the guidance of members.

4. They would also be glad if you would state whether the passing of such Export Shipping Bills for vessels about to sail does not in your opinion fall under the category of "Emergent work."—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

No. C—5887 OF 1903.

BOMBAY CUSTOM HOUSE,
9th May 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to acknowledge receipt of your letter dated 20th April, in which you refer to my order No. 2765 of April 3rd, and observe that complaints were received that on Easter-Monday, April 13th, extra fees were demanded for the passing of certain Export Shipping Bills relating to cargo intended for a vessel sailing on April 15th. You further ask in the same letter for information as regards the principle on which these charges are made and as

regards the scale on which they are calculated. Lastly, in para. 4, you call for an expression of opinion from me as to whether the passing of such Export Shipping Bills does not fall under the category of "Emergent work."

In reply I have the honor to refer you to the orders of Government contained in their Resolution, 7182 of 23rd December 1902, which lay down (para. 3) that Easter-Monday is to be notified as a holiday under the Negotiable Instrument Act. From para. 2 of the same resolution you will see that, "subject to provision being made for urgent work," all offices are to be closed on days notified under the Negotiable Instrument Act. In accordance with these orders the Custom House was closed on Easter-Monday, April 13th, provision being made for urgent work.

Under the orders contained in Government Resolution, 359 of 17th January 1900, and Schedule I attached thereto fees are to be levied for work done by Customs officials on days declared by Government to be general holidays. Easter-Monday being a holiday notified by Government under the Negotiable Instrument Act falls within the category of such holidays, and fees were consequently charged for work done on that day by Customs officials. The scale adopted was that indicated in Nos. 4 and 5 of the scale laid down in Schedule I of Government R., R. D., 359 of 17th January 1900, that is to say—

> "For each Appraiser, Inspector, Weigher or Clerk Rs. 14 from 10-30 a.m. to 4 p.m. or portion of this period," and
>
> "For each Scalesman, a Peon, annas 12 from 10-30 a.m. to 4 p.m. or portion of this period."

Referring to the query raised in your para. 4, I would call your attention to the fact that in this particular case the vessel for which these Shipping Bills were passed was due to sail on April 15th, and that there was consequently one intervening working day between Easter-Monday and the day fixed for her sailing.

If, however, this question is raised as a general one and not in reference to this particular case, I would observe that I am not prepared to define the passing of Export Shipping Bills as work falling outside the definition of work for which fees may properly be charged on holidays.

E. GRAY, Collector of Customs.

APPENDIX FF.

CUSTOMS ORGANIZATION.

DELAYS IN REFUNDS OF SUGAR DUTIES.

BOMBAY, 19th February 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We should be glad if the Committee would address the Collector of Customs with a request that the refunds of Countervailing Duty on Sugar be passed with more despatch. As the Committee are aware the amount of refund on Austrian Sugar has just been announced, and there will be very large payments due to importers.

It is a distinct hardship that these refunds should be withheld longer than is absolutely necessary.

We enclose a statement of the number of days which elapsed in case of claims rendered by us before they were passed for payment.—We are, etc.,

H. C. WRIGHT, Managing Director,
for The Bombay Company, Limited.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Application made.	*Refund sanctioned.*	*Number of days.*
31st May.	24th June.	24
21st May.	18th July.	58
6th May.	1st August.	87
20th May.	6th October.	139
21st April.	24th October.	186
29th November.	3rd February.	66
14th November.	18th February.	96
20th November.	Not yet received.	91
28th November.	Do.	83
1st December.	Do.	80

H. C. WRIGHT, Managing Director,
for The Bombay Company, Limited.

BOMBAY, 20th February 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Through the courtesy of Messrs. The Bombay Co., Ld., we have been favoured with a copy of their yesterday's letter to you *re* Refunds on Sugar, and we shall also feel obliged if your Committee will address the Collector of Customs with a request that the Refunds on Countervailing Duty be passed with more despatch than hitherto.

For your information please note that our claims for the 1901-02 crop, which were rendered on the 14th March 1902, were paid only on the 21st September, *viz.*, after a delay of 6 months and 7 days.—I have, etc.,

per pro Ralli Brothers,

J. N. METAXA.

CHAMBER OF COMMERCE,

BOMBAY, 24th February 1903.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—Representation has been made to the Committee of the Chamber of Commerce regarding the delay that commonly attends the payment of the Refunds of the Extra Duty on Foreign Sugar. Particulars have been furnished showing, over seven consecutive consignments by one firm, an average delay of 94 days. In respect of one of these consignments the delay amounted to 186 days, while another firm was on a particular occasion kept waiting no less than 191 days. Other cases are cited of sums still unpaid, which have already been due from 80 to 91 days.

2. I have the honor to express to you the opinion of the Committee, in which they feel sure you will agree, that delays such as are thus shown to occur are altogether excessive and constitute a hardship. They believe that, to secure greater expedition of procedure, it is only necessary to bring the matter to your attention; and they would beg that, to this end, measures may be adopted without delay, seeing that very large payments of Refunds on Austrian Sugar, according to the scale recently announced, are now due to Importers.—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

No. C—2654 OF 1903.

From E. GRAY, ESQ., I.C.S.,
COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay,

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

BOMBAY CUSTOM HOUSE, 25th February 1903.

SIR,—I have the honor to acknowledge your letter of the 24th instant regarding delays in Refunds of Extra Duty on Foreign Sugars, and to state that the matter is being enquired into.—I have, etc.,

E. GRAY, Collector of Customs and Opium.

No. C—3601 OF 1903.

From E. GRAY, ESQ., I.C.S.,
COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay,

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

BOMBAY CUSTOM HOUSE, 17th March 1903.

SIR,—With reference to this office No. C—2654 of the 25th ultimo relating to delays in Refunds of Extra Duty on Foreign Sugar, I have the honor to state that the delays in disposing of the claims were due to an unexpected situation arising from the fact that no less than 100 claims, comprising nearly 700 duty bills of the aggregate claim of upwards of a lakh of rupees, were preferred suddenly at one and the same time. As each individual claim demanded a very careful and minute examination, it would be no matter for surprise that a considerable time should be taken up in passing all the claims. In the majority of cases in which the proper documents were put in, the claims were passed within a reasonable time. It was only in those very few cases in which either a wrong port of shipment was given in the Import General Manifest, or where the parties failed to give the required information, when asked for, for a considerable length of time, that an unusual delay took place.

2. I would, however, mention that I have issued instructions to the subordinate officers to arrange, as far as possible, for the early settlement of the claims, and trust that this will meet with your requirements. I quite recognise the cause for complaint, and will endeavour to minimise it to the best of my ability.—I have, etc.,

E. GRAY, Collector of Customs and Opium.

APPENDIX GG.

RAILWAY MATTERS.

NAGDA-BARAN MUTTRA RAILWAY.

CHAMBER OF COMMERCE,
BOMBAY, 21st May 1903.

THE PRIVATE SECRETARY TO HIS EXCELLENCY THE VICEROY OF INDIA, SIMLA.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honor to convey to you an expression of the satisfaction with which they have learned from the report of Mr. Robertson, the Special Commissioner for Indian Railways, that his recommendations include the extension of the Godhra-Rutlam Branch of the B. B. & C. I. Railway to connect with Muttra and Aligarh.

2. It is probably in the knowledge of His Excellency the Viceroy that this Chamber, expressing in this instance the opinion of the whole of the Bombay Commercial Community, have for many years advocated the commencement of this particular work. Such indeed has been the importance attached to it in Bombay, that the Committee have advisedly and expressly abstained from other recommendations in respect of Railways lest anything should detract from or obscure that which they desired to emphasise. The fundamental reason for this preference is that the Railway in question would provide an alternative route to the Punjab, and would open up a very large tract of hitherto undeveloped country. The Hon'ble Sir Arthur Trevor, in a speech made on the 25th March 1897, recognised that Railway expenditure commonly finds its fullest fruition in expanded revenue accruing in other departments, and this truth has been repeatedly affirmed by His Excellency the Viceroy himself. In accordance with this principle the Railway in question was, after much consideration, given first place in the programme of 1897. Reasons were expressly assigned for the prominence so given to it, and those reasons remain at the present time unchanged except in the sense that they are to-day greatly intensified. But my Committee have been sorry to find, in the recent Railway programmes of Government indications, that the Nagda-Baran-Muttra Railway, which in 1897 was given first place, has been continuously displaced by other projects preferred for reasons not assigned; and the only effect of this Chamber's moderation and singleness of purpose is that throughout a long series of years Bombay has received little or no consideration in the expenditure on Railway construction. It was thus possible for the Chamber to show in their letter to Govern-

ment of Bombay, dated 21st August 1901, that Railways serving the Port of Bombay, which does some 35 per cent. of the entire foreign trade of India (including Burma), were receiving only 11¼ per cent. of the grants.

3. My Committee, therefore, invoke your good offices in bringing to the knowledge of His Excellency the Viceroy the fact that in respect of Railway construction there now exists in Bombay a very strong feeling that the port is being allowed to suffer to an excessive degree from its remoteness from the seat of Government.

4. The Committee abstain from any review of the considerations they have had the honor to submit to Government from time to time in this connection. They direct me, however, to give in the margin reference to their more recent letters on the subject; and to beg that you will submit the facts for the gracious consideration of His Excellency the Viceroy, in the hope that he may be pleased to set his imprimatur at an early date upon that Railway work which the Commercial community of Bombay has unanimously, patiently and for a long term of years declared to be that most likely to result in economic development.—I have, etc.,

Letter	dated	5th Dec. 1898.
"	"	29th Apl. 1899.
"	"	22nd Aug. 1900.
"	"	22nd Nov. 1900.
"	"	21st Aug. 1901.
"	"	17th Oct. 1901
"	"	10th Apl. 1902.
"	"	19th June 1902.
"	"	26th Nov. 1902.

J. M. DICK, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 167-R.P.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Projects.

To the CHAIRMAN, BOMBAY CHAMBER of COMMERCE, Bombay.

SIMLA, 4th August 1903.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 21st May 1903, to the address of the Private Secretary to His Excellency the Viceroy, in which you urge the early construction of the Nagda-Baran-Muttra-Aligarh Railway for the reasons that it would afford an alternative route to the Punjab and open up a large tract of undeveloped country.

2. In reply I am to state that the Government of India have under consideration proposals for the construction of this line at an early date.—I have, etc.,

A. R. JACOBSON, Offg. Under-Secretary.

APPENDIX HH.

RAILWAYS.

AGRA-DELHI CHORD—AGENCY FOR WORKING.

No. 583 OF 1903.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 6th March 1903.

The SECRETARY, CHAMBER of COMMERCE, BOMBAY.

SIR,—Adverting to my No. 3367, dated the 8th December 1902, regarding the agency for the working of the Agra-Delhi Chord line, I am directed to forward, for the information of your Chamber, copy of a letter from the Secretary to the Government of India, Public Works Department, Railways, No. 28-R.P., dated the 16th February 1903.—I have, etc.,

J. ADAM, Under-Secretary to Government.

Copy of letter No. 28-R.P., dated 16th February 1903, from the Government of India, to the Government of Bombay, P. W. D., Railway Branch.

I am directed to acknowledge the receipt of your letters Nos. 3032 and 3366, dated, respectively, the 3rd November and 8th December 1902, relative to the working of the Agra-Delhi Chord line by the agency of the Great Indian Peninsula Railway Company, and to inform you that the question is at present under correspondence between the Company's Board and the Secretary of State, to whom the views of the Government of India have been communicated.

Note by Secy., Chamber of Commerce.—The Committee did not specifically mention the G. I. P., but recommended that the A.-D. Chord should be managed by one or other of the railways connected with this Port.

No. 1407 of 1903.

P. W. Department, Railway Branch,

Bombay Castle, 25th May 1903.

The Secretary to the Chamber of Commerce, Bombay.

Sir,—Adverting to the correspondence ending with my No. 583, dated the 6th March 1903, I am directed to forward, for the information of your Chamber, copy of a letter from the Government of India, P. W. D., Railways, No. 411 R. T., dated the 11th May 1903, communicating the decision of H. M.'s Secretary of State for India in regard to the agency that shall work the Agra-Delhi Chord Railway when completed.—I have, etc.,

J. ADAM, Under-Secretary to Government.

Copy of letter No. 411 R. T., from Government of India, Simla, dated the 11th May 1903, to the Secretary to the Government of Bombay, P. W. D., Rys.

With reference to correspondence ending with Government of India, Public Works Department, letter No. 28 R. P., dated 16th February 1903, I am directed to intimate that His Majesty's Secretary of State for India has decided that the Agra-Delhi Chord Railway, when completed, shall be worked by the Agency of the Great Indian Peninsula Railway Company on the following conditions:—

(*a*) That the line shall be worked for the same percentage of gross earnings as obtains on the Great Indian Peninsula System, including the Chord line, and that the whole of the net earnings shall be paid over to Government.

(*b*) That the East Indian Railway and North-Western Railway and any other 5'-6" gauge railways to which Government may grant permission shall have the right to exercise running powers over the whole length or any part of the line between Agra and Delhi on such terms as the Government may prescribe, and that such Railways shall be empowered to quote rates between and *via* their systems and stations on and *via* the Chord line.

(*c*) That the East Indian Railway shall be empowered to reckon the distance between Delhi and Agra *via* Ghaziabad and Tundla as equal to that by the Chord line.

(*d*) That the Government shall have the right to terminate the working agreement with the Great Indian Peninsula Railway at any time on giving twelve months' notice.

APPENDIX I.I.

RAILWAY MATTERS: FEEDER LINES.

TERMS OFFERED TO PROMOTERS. REVISION DESIRED BY CHAMBER.

CHAMBER OF COMMERCE,
BOMBAY, 17th October 1903.

THE SECRETARY TO GOVERNMENT,
PUBLIC WORKS DEPARTMENT (RAILWAY BRANCH),
BOMBAY.

SIR,—From time to time, during a considerable number of years, this Chamber has had the honour to submit to Government successive representations regarding the inadequacy of the inducements offered to investors willing to engage in railway construction in India. Even before the issue of the Resolution of Government of India, dated the 15th September 1893, announcing the terms on which Government were prepared to consider offers for construction of branch lines, the Committee pointed out the contrast presented by the public utterances of public officials regarding the encouragement of private enterprise and the tardiness with which effect was given to the opinions so uttered. Subsequently to the issue of that Resolution and up to the issue of the Resolution of the 17th April 1896, replacing that of earlier date, successive Committees drew attention to the evidences that the terms conceded were inadequate. Since the issue of this later Resolution, the Committee have watched with much interest, but little confidence, for any indications of progress in the direction of private undertaking; and the latter part of a letter which I had the honour to address to you on the 19th of June 1902 was, in effect, an argument for "granting, in respect of works of admitted public importance, some such terms as might afford to private capital a reasonable prospect of immunity from loss." That letter had reference more particularly to the declaration made by the Government of India in paragraph 3 of their No. II R. P., dated 15th January 1901, as to the prohibitive nature of the terms they would prescribe in event of private companies offering to construct a railway that might conceivably divert traffic from an existing line. The Committee have noted, however, that conditions of an equally prohibitive nature are, in fact, imposed when private capital shows itself disposed to build feeder lines, the only effect of which, so far as main lines are concerned, is to create new traffic for them. It is in their knowledge that the terms granted by Government in accordance with the Resolution of 1896, in the cases of certain feeder railways constructed by private enterprise in recent years, have proved unremunerative, or remunerative only in such a measure as to offer no inducement to capital. The effect of this result and of the failure of Government up to the present

time to meet promoters with businesslike promptitude and come effectively to terms with persons ready to construct such railways is, and (so far as my Committee can see) must continue to be, an indefinite delay in that railway extension which is a first condition of the development of the country. It cannot have the effect of compelling capital to accept such terms as Government has hitherto considered suitable ; for the willingness or unwillingness of capital to accept a given return on a particular investment is determined, not by any arbitrary preference for that particular form of investment, but by the rate of profit derivable from others. The condition is absolute ; and my Committee cannot help thinking that Government must by this time realise that the terms set forth in the Resolution now in force are inadequate, and that the country is daily losing a great deal more through the repression of all private railway enterprise than it could possibly lose through the concession of such terms as capital exacts.

2. My Committee have, of course, read the Report of Mr. Thomas Robertson ; and it is inevitable that reference should be had to it in any contemporary discussion of railway policy in India. The remarks made by Mr. Robertson in Chapter II, paras. 137 to 153, on the necessity of securing to the investor an absolutely fixed minimum return from the outset appear to my Committee to indicate a clear apprehension of the actual position. The Committee desire to confine themselves here to the indication of conditions that deter promoters from engaging in the construction of that class of railways known as feeders ; and the repeated declarations of Government, that railways dependent on a guarantee must take their place on the programme as if they were to be constructed out of revenue, render it unnecessary for the present to discuss the guarantee system at length. The Committee wish me, however, to say that the 3 per cent. guarantee suggested by Mr. Robertson would probably achieve its purpose, but that his stipulation as to its payment in gold is, in their opinion, unnecessary in the case of feeders, though no doubt useful in the case of a large work. The point that the Committee desire at this time to emphasise is that unless it is intended to discourage definitely all private enterprises in railways, it is not only desirable but necessary that some modification be made in the terms hitherto in force and that such modification be made widely known. At present the task of really coming to terms with Government appears to be so protracted and so arduous that private capital, at one time available, passes on to other enterprises and promoters of Indian feeder railways become discouraged and find it impossible to retain the serious attention of serious investors. It is in the hope of inducing Government to make, in modification of the present terms, some such definite announcement

as will enable promoters to go into the market with confidence, that my Committee direct me to address you ; and they desire to submit the following as two points that might fittingly be dealt with in such a pronouncement :—

(*a*) that, as an alternative to a 3 per cent. guarantee in gold, the feeder line should be secured a rebate of the whole of the main line's net earnings from interchanged traffic, or such smaller amount as will allow of a return of 5 per cent. on its rupee capital outlay, the net earnings of the feeder line, after the shareholders have received 5 per cent., to be shared with the parent line or with Government ;

(*b*) that the right of repurchase should be strictly defined on the lines indicated in paras. 143 to 145 of Mr. Robertson's Report, the period of first option of purchase falling after 33 years instead of 21, and the maximum limit of price being removed.

3. As my Committee in 1895 contended that the absence of all private enterprise in Indian Railways since the issue of the Resolution of 1893 made plain the inadequacy of the terms proposed therein, so they now have the honour to submit that the Resolution of 1896 has been before the public more than seven years and that its failure ought now to be recognised as definitive. And I am to beg that His Excellency the Governor in Council may be pleased to approach the Government of India with a view to its early rescission and the public announcement of some such terms as will make railway enterprise in India a business possibility.—I have, etc.,

J. M. DICK, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 3253 OF 1903.

P. W. DEPARTMENT, RAILWAY BRANCH :
BOMBAY CASTLE, 21st December 1903.

THE SECRETARY TO THE CHAMBER OF COMMERCE, BOMBAY.

SIR,—In continuation of my No. 2859A, dated 5th November 1903, I am directed to inform you that the Government of India state that the general question of the revision of the branch line terms is, for the present, in abeyance pending the consideration of the proposals made by Mr. T. Robertson and referred to in your letter dated the 17th October 1903 ; and that the suggestions made by your Chamber have been noted.—I have, etc.,

J. ADAM, Under-Secretary to Government.

APPENDIX J.J.

RAILWAYS.

DELAYS IN TRANSIT OF PRODUCE.

CHAMBER OF COMMERCE,
BOMBAY, 17th July 1903.

THE SECRETARY TO GOVERNMENT,
PUBLIC WORKS DEPARTMENT (RAILWAY BRANCH),
BOMBAY.

SIR,—On some previous occasions the Committee of the Bombay Chamber of Commerce have had the honour to address His Excellency's Government on the subject of defects found to exist in the railway communications on this side of India. Successive Committees of the Chamber have kept in mind the fact that one impediment to railway traffic exists in India to an extent probably unparalleled in other countries, namely, the circumstance that the major part of the produce falls to be moved within a period of about four months in each year. In the face of this condition it has been necessary to allow a liberal period of time for such development of railway communications and organization as would admit of the reasonably prompt transport of produce in the busy season. Nearly forty years have passed since this fact was first expressly recognised in this Chamber; and during that time, or at least in recent years, the Committees of the Chamber have been often restrained by consideration of it from complaint about inconveniences which recurred in almost every prosperous year. But my Committee are constrained to admit that the disparity between the railway facilities in this Presidency and the quantity of produce to be dealt with appears, instead of diminishing, to become more marked; and it is under their instructions that I now have the honour to put before you certain facts relating to the present season, which they think will make it quite clear to Government that due and reasonable progress is not being made in the development of the railway system on this side of India.

2. Very serious complaints were some time ago received regarding the inordinate delays that had occurred in the movement of produce intended for export. On receipt of those complaints application was made to the complainants and to others likely to have information on the point, for exact particulars of specific instances of delay; and in the following summary no use is made of statements not so substantiated. Further enquiries upon particular points have unfortunately caused delay in the Committee's deliberations; and it is now necessary to say that the figures quoted as "at latest advices" relate to the 27th of May last.

3. The most serious delays appear to have arisen in respect of grain and seeds; and from the dates of the large number of telegrams despatched to Bombay merchants by their up-country agents, it would appear that these delays first became grave about the middle of April. The stations most seriously implicated appear to be Hurda, Seoni, Itarsi, Pagdhal, Dharamkhundi, Dularia, Jubbulpore, Semri, Piparia, Kareli, Damon and Saugor. The Committee have had before them particulars of 154 consignments of wheat and seeds from these stations; and it is found that the average interval between presentation for despatch and the date of railway receipt works out at some 10·2 days. Of these 154 consignments, of which the earliest was ready on the 18th of April, 87 were despatched after an average interval of 64 days, while 67 consignments were, at latest advices, awaiting despatch after delays varying from 4 up to 34 days with an average incomplete detention of 14·6 days. In computing these averages, regard has been had to the number of bags in each lot.

4. I am to say that, since the paralysis of the railway became intensified in May, these figures could be made more telling and much more truly representative of the inconvenience suffered at the busiest time of the year by excluding those for the earlier stages when the congestion was less marked. But the figures, even if so treated, would give no indication of the following facts:—

(*a*) that merchants have been obliged to forego large and profitable transactions, because of their ascertained inability to get the goods moved, and that this business has been definitely lost to India;

(*b*) that merchants have lost large sums through the cancelment of contracts which, from the same causes, they were unable to fulfil;

(*c*) that in addition to the goods to which the figures relate large quantities of produce have undergone equally serious delays through the closing of the railway gates, which excluded them at once from the yards and from the statistics of the subject.

5. In order that some idea may be formed of the extent of this last-named evil I am to cite the following dates showing how long the gates at certain stations remained closed to produce :—

Saugor.—Railway gates closed—19th May 1903. Railway gates re-opened—8th June.

Damoh.—Railway gates closed—18th May 1903. Railway gates reopened—6th June.

Jubbulpore, Kareli } The gates at these stations were continuously closed and merchants were only now and then allowed to send down as many bags as there was room for on the platform.

6. My Committee believe that these facts form a body of evidence that can leave in the mind of Government no doubt as to the very urgent need for reform by some or all of the following measures :—

(*a*) that the Great Indian Peninsula line should be doubled from Khandwa to Jubbulpore ;

(*b*) that additional Rolling Stock and engines be provided ; that steps be taken to secure more systematic employment of those in existence, and that such steps should include the removal of all such doubt as was stated in your letter No. 2023, dated 9th July 1902, to exist regarding the obligation of one railway to find Rolling Stock for goods destined for another line ;

(*c*) that additional sidings be constructed at inspecting stations ;

(*d*) that the terminal facilities in Bombay should be greatly and immediately increased, seeing that inadequacy in this respect may vitiate all other improvements.

7. But my Committee desire to say in conclusion that, whatever the cause and whatever the remedy, it is becoming increasingly clear that the railway system in this Presidency is not keeping pace

in even reasonable measure with the development of trade and the progress of competing countries. It is hoped therefore that His Excellency's Government will not cease from pressing for the removal of the existing difficulties as probably the most important of all measures for the material welfare of the country.—I have, etc.,

J. M. DICK, Chairman,
FREDERICK NOEL-PATON, Secretary.

No. 2921 OF 1903.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 12*th November* 1903.

THE SECRETARY TO THE CHAMBER OF COMMERCE, BOMBAY.

SIR,—With reference to the letter of the 17th July 1903 from the Chamber of Commerce, Bombay, to the address of the Secretary to Government, Railway Department, on the subject of the inadequate progress made in the development of the Railway System on this side of India, and specially referring to the delays that occurred on the G. I. P. Railway Undertaking in the last busy season, I am directed to forward, for the information of your Chamber, copies of the correspondence noted in the margin and to express a hope that the Chamber will recognize that while the defects in the railway communications on this side of India pointed out by them are admitted, they are due to a large extent to circumstances beyond the control of the Railway Administration and of Government, that they are not such as could without careful consideration be removed effectually and in the manner best suited for probable future requirements, and that there has been no avoidable delay in applying such measures as were immediately practicable and in devising works which are required for the prompt movement of all probable traffic but which need time and large expenditure to carry out.—I have, etc.,

Copy of letter from the Agent, G. I. P. Ry. Coy., No. 16582 dated 9th October 1903, and accpt.
Copy of a Note by the Consulting Engineer for Rys., Bombay, dated the 24th October 1903, and of its enclo.

J. ADAM, Under-Secretary to Government.

No. 16582.

GREAT INDIAN PENINSULA RAILWAY Co.

BOMBAY, *9th October* 1903.

THE CONSULTING ENGINEER FOR RAILWAYS, BOMBAY.

SIR,—I have the honour to acknowledge receipt of your memorandum No. 3441, dated 24th July 1903, forwarding for consideration and report copy of letter dated 17th July 1903 from the Chairman, Bombay Chamber of Commerce, to the address of Government, on the subject of impediments to Railway Traffic at stations on the Great Indian Peninsula Railway System.

2. The Chamber of Commerce while recognizing the difficulty which lies in the fact "that the main part of the produce falls to be moved within a period of about four months in each year" express the opinion that such "due and reasonable progress is not being made in the development of railway communications and organization, as will admit of the reasonably prompt transport of produce in the busy season."

3. In support of this statement they report that serious delays in the transport of produce, principally grain and seeds from certain stations on the single line north of Khandwa to Bombay, occurred during the busy season of 1903.

4. They further state that this "inability to get the goods moved" has compelled merchants to forego large and profitable transactions, and to cancel contracts already entered into, thereby involving a definite loss of this business to India.

5. And they make certain suggestions for the provision of additional facilities to improve the carrying capacity of the line.

6. I will now proceed to comment on their letter para. by para., and show what action this Company has been taking during the last three years towards improving facilities, not only in the directions advocated by the Chamber, but also in other directions. At the same time I forward a copy of the General Traffic Manager's letter No. T. 147/1, dated 28th September 1903, which deals with the working arrangements of the line during the period referred by the Chamber.

7 In their first para. the Chamber state that during the last forty years, recognizing the fact that a liberal period of time must be allowed for the development of Railway communication, they have been restrained from complaint about inconveniences, which are stated to have recurred in almost every prospercus year. I think it is to be regretted that they have not represented the inconveniences to which the trade has been put on the occasions when it was acutely felt, for the force of their representations would have been of assistance to this Company in meeting the requirements of the mercantile community.

8. In the meantime the disparity between Railway facilities in this Presidency and the quantity of produce to be dealt with has in their view, instead of diminishing, become more marked. I am not sure how to deal with this point, as a comparison year by year of the traffic carried with that "to be dealt with" would require figures for the latter, which are not available. But perhaps the following statement may assist in clearing away any misapprehension which may exist on this score.

9. I give below the total ton-mileage for the first half of each year over the whole system for the years 1887 to 1903, as follows :—

Half-years ending	Total ton-mileage up and down of whole system on (G. I. P. proper).	Half-years ending	Total ton-mileage up and down of whole system on (G. I. P. proper).
30th June 1887 ...	420,548,550	30th June 1896 ...	321,355,825
„ 1888 ...	419,743,348	„ 1897 ...	233,560,215
„ 1889 ...	323,873,978	„ 1898 ...	395,116,183
„ 1890 ...	342,403 947	„ 1899 ...	379,288,919
„ 1891 ...	488,125,891	„ 1900 ...	368,733,926
„ 1892 ...	430,869,632	„ 1901 ...	460,467,081
„ 1893 ...	406,331,239	„ 1902 ...	645,497,360
„ 1894 ...	360,953,891	„ 1903 ...	577,681,374
„ 1895 ...	293,804,919		

10. It will be seen from the above figures that in the year 1891 the traffic largely exceeded that of previous years. The pressure of this traffic was felt on the Khandwa-Itarsi Section, and estimates for doubling the length were prepared and sent home to the Board. The traffic then fell off, and series of bad years ensued culminating in famine, when orders were received from the Government of India for reduction in expenditure in all departments. During this period the doubling estimates were held in abeyance, and it was not till the year 1901 that traffic on the Railway began to recover.

11. A comparison of the ton-mileage figures with those given in column 10 of Appendix B to General Traffic Manager's letter No. T. 147-1, dated 28th September 1903 (copy attached), *i.e.*, the total maunds carried over the Khandwa-Itarsi Section during the same years, points to similar results, except that it was in the year 1900 that the traffic over this section again rose.

12. It may further be pointed out that the capacity of this section for goods was reduced in the year 1903 when the number of passenger trains was increased from about 1,130 to 1,485.

13. These facts and figures point to the conclusions—

(1) that the development of Railway facilities, contemplated in 1891, was checked by the fall in traffic and by the exigencies of famine ;

(2) that traffic only recovered itself in 1901 ;

(3) that the capacity of the Section Khandwa to Itarsi was reduced for goods traffic in 1903 ;

(4) that in 1903, in spite of its reduction in capacity for goods, a larger traffic was carried over the Khandwa-Itarsi Section than in any previous year.

14. In 1900, when the traffic over the Khandwa-Itarsi Section largely increased, the Company's original Contract expired, and it was not till the 1st January 1901 that the new Contract came fully into force. Then followed the Amalgamation with the Indian Midland Railway, which occupied considerable attention and time, but simultaneously preparations were commenced for largely adding to the facilities of the Railway. Memoranda of works contemplated

were drawn up, involving a Capital expenditure of nearly 4 crores of rupees; and ever since that period estimates have been prepared as fast as possible for works which will add to the capacity of the Railway.

15. In regard to the opinion expressed by the Chamber that due and reasonable progress is not being made in the development of this Railway System, it would seem that they are probably not aware of the extent to which facilities are now being hurried forward. I append therefore a short account of what is being done:—

(*a*) *Doubling the Line Khandwa to Itarsi.*—The estimates for doubling the line from Khandwa to Itarsi were revised and brought up to date, and now include interlocking at all intermediate stations. These estimates, which amount to Rs. 67¾ lakhs, have been submitted to the Board and Government for sanction.

(*b*) *Doubling the Line Bhopal to Dewanganj.*—The heavy gradient on the Section between Sukhi-Siwania and Dewanganj, 12 miles in length, causes delay to traffic, and alternative estimates for inserting a crossing station and for doubling this length have been prepared. At present Government consider that a crossing station will meet the need, but this Administration is of opinion that it will be found necessary to double the section from Bhopal to Dewanganj, and estimates for this work, amounting to about Rs. 10,20,000, are now ready and will shortly be submitted for the consideration of Government.

(*c*) *Doubling the Line Lonavla to Poona.*—Though not largely affecting the matter dealt with by the Chamber, I am of opinion that this is necessary, but I have refrained from proposing it for immediate consideration only because of the more urgent need of improving our capabilities on the North-East Section. Nevertheless, some time ago, instructions were issued that an estimate should be prepared.

(*d*) *Quadrupling the Line Byculla to Parel.*—To permit of easier handling of the Goods Traffic at a point where it is most seriously affected by the large local passen-

ger traffic, sanction has been obtained to providing separate lines for goods traffic over this length at a cost of Rs. 2,63,000. The further extension of this quadrupling, as desired by the Company, cannot be carried out until the Vehar Main is removed from alongside the line, a matter which is under negotiation between Government and the Municipality.

(*e*) *Provision of Block Signalling Stations between Dadar and Kalyan.*—With a view to permit of the more rapid transit of trains, estimates aggregating Rs. 50,200 have been submitted for the provision of 4 Signalling Stations and for one additional passenger station on this section.

(*f*) *Additional Signalling Stations between Kalyan and Bhusaval.*—Two have been opened, and the others will be opened as soon as the necessary staff quarters have been provided.

(*g*) *Refuge Sidings at 13 existing stations between Parel and Kasara.*—These are intended to reduce detention to slow trains when giving way to fast traffic. Estimates have been submitted for 6 stations and the rest are under preparation.

(*h*) *Additional siding accommodation.*—This has been asked for at over 100 roadside stations throughout the line and estimates are being prepared and sent forward for sanction as rapidly as possible. Of these, 15 have been sanctioned and are in hand, including Harda and 10 stations between Khandwa and Itarsi.

(*i*) Additional accommodation is also being provided at a great many of the terminal and engine-changing stations throughout the line. Thus at Cawnpore provision is being made for entirely new goods yard in the heart of the city at a cost of Rs. 8,20,000. Work was commenced on 24th February 1902, and is now nearing completion, while a new sorting yard and quarters are to be provided just outside Cawnpore, the estimate for which amounts to about Rs. 9,20,000.

Similar works have been in progress at Agra since 12th November 1900 at a cost of about Rs. 11,00,000.

Rs. 3,50,000 have been sanctioned for enlarging the yard at Bhopal. This work was commenced on 6th March 1901, and is nearing completion.

The station and yard at Itarsi has lately been remodelled at a cost of Rs. 3,39,000. This work was started on the 4th January 1901. It includes interlocking, and is now finished.

The yard at Sholapur has also been added to, work having commenced on the 23rd December 1901.

An estimate has been sanctioned by the Board, amounting to Rs. 3,80,000, for remodelling the yard at Lonavla.

Besides these places large additions to the yards are contemplated at such stations as Igatpuri, Nandgaon, Khandwa, Bina, Jhansi and Nagpur.

(*j*) *Additional Crossing Stations.*—With a view to increase the capacity of the line crossing stations are being inserted in the longer block sections on the single line. Of the 35 to be thus dealt with, 5 have been opened, 7 others have been sanctioned, and the estimates for the others are in hand.

(*k*) A project for providing a large and special Shunting and Marshalling Yard at Kalyan, to facilitate the traffic to and from the various Termini, is under consideration and is being pressed forward.

(*l*) *The Re-arrangement of Engine-runs* between Dhond and Munmad, Jhansi and Agra, Jhansi and Cawnpore and Bina and Kutni has been decided on, and will be carried out as soon as the necessary staff quarters and Engine-sheds, &c., have been erected. A similar re-arrangement is contemplated between Khandwa and Jubbulpore, and estimates have been called for. These works will necessitate the erection of a large number of staff quarters, and will therefore occupy a considerable time.

(*m*) As regards facilities at the Termini in Bombay, the necessity for increased accommodation for the cotton traffic at Colaba was realized last year, and arrangements were made for the lease of such additional area of land as was available, and some benefit was derived during the past season from the extra room thus obtained. Formal application for the permanent acquisition of this land has since been made, and the matter is in progress.

(*n*) *The Proposed Goods Depôt between Byculla and Parel* has been approved, and when the necessary land has been acquired, which I hope will soon take place, the establishment of this new depôt will be pushed on without delay.

(*o*) The situation of *Wadi Bandar* is intimately associated with the question of the construction of the proposed Harbour Branch. This Branch is to be built in the interests of the Trade of Bombay, and the estimates for that section of it, with which this Company is concerned, are nearly ready. If this proposed Railway is carried out, it involves the curtailment of our Wadi Bandar yard by a very large area, including E shed. In order to be able to deal with traffic at Wadi Bandar under these conditions, the whole of the present yard will have to be remodelled, additional land acquired from the Port Trust in the direction of Elphinstone Street, and new sheds, platforms, &c., will have to be provided at very large expense. Plans and estimates for these works are being worked out, and the Port Trust have been addressed in regard to the transfer of the necessary land, in order that the alterations at Wadi Bandar may be complete before any of our present land is relinquished for the Port Trust Railway.

(*p*) For several years past we have been endeavouring to obtain sanction to interlock points and signals at about 100 stations on the single line, with the object of not only securing greater safety for, but facilitating and quickening the passage of trains. Government

have now made certain proposals in connection with the scheme, which the Company have accepted, and, as an Interlocking and Signal Engineer has been added to the Company's Staff, the work of interlocking points and signals all over the system will, it is hoped, be now systematically pushed forward.

(*q*) *Additional Rolling Stock.*—Although considerable additions of engines and rolling stock, amounting in cost to Rs. 91,90,000, have been sanctioned, most of which has already been provided in the last three years, the requirements of the Railway for the next 10 years in regard to engines, passenger stock and goods wagons, have also been fully considered. The estimates for the passenger and goods stock, amounting to Rs. 98,34,000, have been sanctioned by the Board, to which an addition of about Rs. 6,00,000 has to be made for electric lighting and fans. The estimate for the engines, amounting to Rs. 73, 50,000, has been submitted to the Board.

(*r*) An estimate, amounting to Rs. 31,93,000, has been sanctioned by the Board for the extension of the Warora Line to the coal fields of Bellarpur, and is now awaiting Government sanction.

(*s*) At a large number of stations on the Railway additions are contemplated to the 3rd class waiting accommodation, and estimates are being got out.

(*t*) The additional facilities referred to in the above list involve very large outlay in other directions before full effect can be given to them. For example additional engines and rolling stock involves extension of workshops, additional machinery, etc. Additional quarters must also be provided for the extra staff required to work the larger traffic. A large proportion of the girders of bridges will have to be strengthened and even renewed altogether to carry the heavier engines and increased axle loads. All these matters are receiving our most careful consideration, as you know.

16. From the above it will be seen that those works alone, for which figures are available, are calculated to cost over 420 lakhs of Rupees, while those for which figures are not yet available are such as will entail large additional expenditure. It will, therefore, I hope, be realized that the Company is keenly alive to the urgent necessity of adding largely to the facilities at present afforded by the line for the expeditious transport of traffic and that every effort is being made to push forward all works likely to promote this desirable end, and I trust that Government will be ready to assure the Chamber on this point, and that no hindrance in the matter of provision of funds or otherwise will be allowed to interfere with the carrying out of any proposals which may be proved to be necessary in the interests of trade.

17. In regard to para. 3 of the Chamber's letter, I am aware that delays in the despatch of goods occurred, and that it was necessary to restrict booking and the receipt of wagons from foreign Railways for a period. An exhaustive enquiry has been made by the General Traffic Manager into these matters, which are dealt with very fully in his report No. T. 147/1, dated 28th September 1903, with appendices. Although, as will be seen from para. 15 (*h*) of this letter, efforts are being made to increase, before next busy season, the facilities of the portion of the line where the pinch is most felt, it is recognized that, until the Section Khandwa to Itarsi is doubled, difficulties will continue to arise in coping with a traffic as heavy as that which offered last season.

18. In regard to para. 4 of the Chamber's letter, a reference to Appendix B of the General Traffic Manager's letter will show that there has been no actual paralysis of the Railway, for as a matter of fact the section, on which congestion was most felt, carried 9 per cent. more goods traffic in the first half of 1903, than it has ever carried before, in spite of an increase, amounting to no less than 30 per cent. in the number of passenger trains run.

19. That the trade suffered, I must, in view of the Chamber's assertion, admit, though there were circumstances beyond the Company's control which contributed to this result. Thus traffic on the Section Khandwa to Itarsi was first checked on the 11th April by the accident at the Bridge near Bhiringi, which blocked the road for 30½ hours, causing traffic to be held back, the effects of which lasted till 20th April. Again on the 27th April the flow of traffic began to

exceed the capacity of the Section, with the result that traffic was blocked for a time. The Acting General Traffic Manager, however, directed operations on the spot, and restored working to the full capacity of the Section; but still the traffic offering had to be restricted in order to avoid further congestion. On the 20th May a severe storm burst over Bombay with heavy rain, which made unloading in the open impossible, and again interfered with the free flow of traffic, and the bad weather in Bombay continuing till the 27th May, large accumulations of traffic up-country occurred. The shed accommodation at Wadi Bandar is insufficient to permit of the whole of the imports into that Terminus being placed under cover, and, as stated in para. 6 (*o*) above, it is our intention to increase such accommodation as soon as possible.

20. I would here point to para. 29 of General Traffic Manager's letter No. T. 147/1, dated 28th September 1903, from which it will be seen that, though the large exporting European firms of Bombay were ready to do all they could to assist the Railway when difficulties arose, a large section of the trading public displayed an inclination to take every advantage of our difficulties, and so added to our embarrassments instead of helping to relieve them. This is a point which, I trust, you will advance for the Chamber's earnest consideration.

21. The Chamber of Commerce further state in their para. 4 (*a*) and (*b*) that owing to the transactions which merchants were compelled to forego, and the contracts which were cancelled, "business was definitely lost to India." For the fact that the merchants were compelled to forego profitable transactions, I feel bound to express the greatest regret on behalf of the Company, in so far as our disabilities contributed to this result, but so long as the produce not moved remained in the country, it can hardly be said to have been definitely lost to India, though business connected therewith was deferred.

22. In regard to paras. 4 (*c*) and 5, although the closing of the Railway gates at certain stations delayed the booking of traffic, and doubtless caused inconvenience to merchants, the Chamber will, I hope, admit that this action was taken in the interest of the trade generally, with the object of regulating the traffic in such a manner as to secure its freest possible movement.

23. In para. 6, the Chamber make certain proposals for the provision of additional facilities to improve the carrying capacity of the line, and suggest the doubling of the line from Khandwa to Jubbulpore. In our view, the doubling of the line as far as Itarsi, and the other improvements which I have referred to, will for the present meet requirements, but should doubling beyond Itarsi be found necessary, the Company will not be slow to adopt measures in this direction. The information afforded by the present season shows that a heavier traffic was received from the Indian Midland Section than from the Jubbulpore Branch. During the week ending the 23rd May 1903, when the traffic was heaviest, the number of trains worked between Itarsi and Bhopal was 106, against 60 run between Itarsi and Sohagpur.

24. The facilities suggested in items 6 (*b*) and (*c*) have already been considered by the Company, and in many cases have been taken in hand, see the Notes of works in hand, and in contemplation, given in para. 15 of this letter.

25. I trust that a perusal of these remarks will convince the Chamber of Commerce and Government also that the Company has already realized the necessity for providing additional facilities, and are now pushing them forward as vigorously as possible, in order to be in a position to satisfy the requirements of all its constituents.—I have, &c.,

(Sd.) H. WENDEN, Agent.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

No. T 147/1 OF 1903. GENERAL TRAFFIC MANAGER'S OFFICE,
Bombay, 28th September 1903.

To

THE AGENT,
G. I P. Railway,
BOMBAY.

DEAR SIR,—I am in receipt of the letter, dated the 17th July 1903, from the Chamber of Commerce, Bombay, to the Secretary to Government, Public Works Department, Railway Branch, Bombay,

(forwarded with your No. 1209, dated the 25th July 1903), complaining of the delays that took place during the last season in clearing the traffic from certain sections of the line, pointing out the necessity for additional accommodation and appliances on the Great Indian Peninsula Railway for moving the traffic more expeditiously, and asking that "the terminal facilities in Bombay should be greatly and immediately increased, seeing that inadequacy in this respect may vitiate other improvements."

2. I would desire to acknowledge that during the past season, there has been delay in the movement of traffic from certain parts of the line. What the causes of the delay were, and what the remedies should be, I will endeavour to explain.

3. I will first deal with the delays in clearing the traffic tendered for despatch. It will be observed that the complaint refers to stations on the single line north of Khandwa, and was due, as I will explain, to difficulties experienced in moving the traffic over the section between Khandwa and Itarsi. This section was congested throughout April and May, and at times neither could loaded wagons be worked to Bombay, nor empties in the down direction, in sufficient numbers to clear the traffic; hence loading had to be restricted, in order to dispose of wagons already loaded. The position will be best explained by the attached statements (Appendix A) containing the following particulars for those months:—

(1) The number of loaded vehicles waiting to be moved each day between Itarsi and Khandwa.

(2) The number of empty vehicles waiting between Khandwa and Bhusaval to be worked down daily to Itarsi and beyond.

(3) The number of vehicles moved between Khandwa and Itarsi daily.

(4) The number of Trains (including light Engines and Brakes) worked up and down daily between Itarsi and Khandwa.

4. The following information, which is compiled from these statements, puts the matter more clearly, and shows that, even with restricted booking and the best working to be expected in

practice on the Khandwa-Itarsi Section, traffic could not be moved with sufficient rapidity to effect a complete clearance :—

Date.	No. of trains worked between		No. of loaded waiting to be moved.	No. of empties waiting to be worked down from Khandwa.	Date.	No. of trains worked between		No. of loaded waiting to be moved.	No. of empties waiting to be worked down from Khandwa.
	Khandwa and Harda.	Harda and Itarsi.				Khandwa and Harda.	Harda and Itarsi.		
April 1	21	22	226	152	May 1	26	28	497	345
„ 2	22	19	230	81	„ 2	24	24	570	534
„ 3	22	27	166	39	„ 3	25	26	646	611
„ 4	28	22	272	78	„ 4	26	26	529	427
„ 5	25	30	250	104	„ 5	23	28	1098	283
„ 6	23	27	191	57	„ 6	26	23	1054	378
„ 7	23	23	193	105	„ 7	23	28	1134	670
„ 8	28	27	241	67	„ 8	28	28	1127	689
„ 9	25	25	373	67	„ 9	32	36	1117	603
„ 10	10	15	529	111	„ 10	34	34	1006	495
„ 11	18	20	434	121	„ 11	31	33	837	226
„ 12	21	19	446	85	„ 12	36	33	826	108
„ 13	16	21	523	307	„ 13	35	32	781	189
„ 14	20	23	808	323	„ 14	34	35	852	104
„ 15	24	23	587	197	„ 15	30	34	691	49
„ 16	29	26	907	77	„ 16	32	32	793	195
„ 17	28	22	760	71	„ 17	31	30	610	201
„ 18	32	29	693	36	„ 18	38	33	724	179
„ 19	29	28	649	43	„ 19	35	35	730	362
„ 20	32	28	578	39	„ 20	31	34	600	499
„ 21	30	33	468	67	„ 21	35	32	513	678
„ 22	26	29	379	66	„ 22	35	33	523	416
„ 23	28	32	364	71	„ 23	33	33	568	254
„ 24	34	27	276	37	„ 24	34	35	719	146
„ 25	27	29	259	26	„ 25	26	28	1237	91
„ 26	33	30	271	63	„ 26	21	24	1838	25
„ 27	28	30	200	165	„ 27	24	22	1636	35
„ 28	34	27	238	246	„ 28	26	22	1800	32
„ 29	31	30	311	229	„ 29	24	27	1479	67
„ 30	27	27	224	191	„ 30	30	30	1200	113
					„ 31	33	30	1084	125

5. These statements demonstrate that there was difficulty in working the traffic over the section, Itarsi to Khandwa, between the 11th and 20th April, and again between the 27th April and the 24th May 1903. The accumulation of wagons at stations after the 24th of May was due to insufficient accommodation for unloading at Wadi Bandar, to which I shall refer later.

6. The congestion, that commenced on the 11th and lasted till the 20th April, was due to an accident that occurred at mileage 405 near Bhiringi on the 10th idem, which blocked the road for 30½ hours, causing traffic to be held back.

7. Stock again began to accumulate on either side of this section on the 27th April, when the balance of down empties waiting to be worked forward on the section Bhusaval to Khandwa amounted to 165, and from this day up to the 24th May this section proved unequal to the demands of the traffic.

8. During this period not only was traffic at our own stations limited, but also that received from Foreign Railways. The traffic from the E. I. Railway *via* Jubbulpore was restricted to 50 wagons a day from 10th to 21st May 1903; a similar restriction was placed on the traffic *via* Cawnpore and Agra from 17th to 21st May 1903. The restrictions of traffic *via* all these junctions had again to be imposed on the 28th May, and were finally withdrawn on the 3rd June 1903. The loading from our own stations on the Itarsi-Jubbulpore District was limited to 70 wagons a day, the Bina District to 40 wagons a day, and the Jhansi District to 100 wagons a day from the 10th May to the 3rd June 1903. At times, owing to our inability to supply empty wagons to the extent of these allotments, local loading was still further restricted.

9. The first question that now arises is: did the Railway use their facilities to the best advantage? It is difficult to gauge the maximum capacity of a Section accurately. The time table, which is framed with a view to getting as great a number of trains over the Sections as possible, allows 34 trains in both directions, on the Khandwa-Harda Section, and 32 trains on the Harda-Itarsi Section, and experience proves that this number represents about the maximum that can be got through. A reference to the attached statements shows that during the period from the 27th April till the 24th May, the average number of trains worked between Khandwa and Harda

was 30, and between Harda and Itarsi 30, and when it is remembered that the running of special trains, such as the weekly express, and the slightest check which disturbs the regularity of the scheduled passenger service, directly affect the movement of goods trains, it will be conceded, I hope, that this result is not bad.

10. It is, I think, very evident that the cause of our failures is largely due to the fact that the section between Khandwa and Itarsi is not capable of carrying the traffic expected of it, and therefore the remedy is in increased facilities.

11. In what direction can this be effected? The accommodation in the Harda yard can be increased; additional sidings can be put in at stations to facilitate the crossing of trains; and a crossing station can be interposed between Timarni and Pagdhal, which will reduce the length of the longest section between Harda and Itarsi to 5¼ miles, but there will still remain a length of 6¾ miles between Bir and Singaji, which will then rule the section between Khandwa and Itarsi, the working capacity of which may then be taken at 34 trains a day. I do not recommend any further subdivision, as it will only restrict the passage of traffic, for, with stations any closer together, drivers of fast trains will not be able to keep time, until those stations are interlocked. Moreover, crossing stations too close together, impede rather than assist the passage of trains, as, if a driver has to be prepared to stop every 3 or 4 miles, the train cannot be timed at any great speed.

12. Would the facilities I have mentioned in the previous para. have been sufficient to enable us to clear the traffic without undue detention? Inasmuch as the capacity of the section, with the above additions, will only be 34 trains a day, that is only two trains more between Harda and Itarsi, and as we cannot reasonably expect to maintain such a maximum in practical working, I fear the answer must be in the negative. It is true that the additions suggested above, all of which are either in hand or being pressed forward as rapidly as possible, will slightly increase the maximum capacity of the section, but not sufficiently to meet existing requirements and leave a safe margin for the future development, which may be confidently expected as a result not only of additions to our system, but also of the natural recurrence of a cycle of good seasons after so many lean years.

13. I attach (Appendix B) a statement showing the Goods traffic that has passed over the Khandwa-Itarsi Section during the first half of each year since 1887, as well as the number of Passenger trains run. The weight of traffic carried over this Section in the first half of 1903 was 15,773,143 maunds, a larger weight than in any corresponding half of previous years, while at the same time a large increase in the passenger service was also attained. It will also be noticed that the traffic has largely increased during the last 4 years, the average weight moved in the first half of each year during this period being 14,369,275 maunds, against 7,589,922 maunds the half-yearly average for the corresponding halves of the four previous years. These figures alone, maintained as they have been at a fairly uniform level for 4 years, suffice to prove the necessity for increasing the capacity of this Section to an extent which cannot be met except by doubling.

14. The number of Passenger trains in the first half of the year 1903 was 1,485, against the highest previous figure, 1,134. Any increase in the Passenger service of a Railway must necessarily affect its capacity for Goods Traffic.

15. The working of the past season has gone to confirm the opinion previously expressed, that the only true solution of the present difficulties is to double the line between Khandwa and Itarsi, but, as that cannot be accomplished for some years to come, immediate steps should be taken to provide such extra facilities on the single line, as will relieve existing disabilities as far as possible.

16. The Chamber of Commerce have suggested that the line should be doubled up to Jubbulpore, but I am of opinion that it will be sufficient for the present if the line is doubled to Itarsi, that is to the junction of the Midland and Jubbulpore Sections. All the traffic now offering between Itarsi and Jubbulpore can be carried on a single line of rails, and, if it becomes necessary to increase the capacity of that Section, it can be done by reopening a number of crossing stations. Any extension of the double line beyond Itarsi should be in the direction of Bhopal, as the traffic is heavier on the Midland System, and the Sections there are not so easy of subdivision. In the week ending 23rd May 1903, in which

the heaviest traffic was moved last season, the number of trains worked between Itarsi and Bhopal was 106, against 60 run between Itarsi and Sohagpur.

17. The doubling of the line between Khandwa and Itarsi will permit of freer working to and from the Sections beyond. In view therefore of the facts that congestion is not unknown on the Midland Section, where it has already been found necessary to increase existing facilities by the provision of extra sidings and crossing stations, doubling the line to Bhopal must be regarded as an eventuality of the near future.

18. When the free flow of Rolling Stock between points of despatch and points of delivery is impeded by congestion, the force of the argument, that the Rolling Stock available is insufficient for the demands, is much weakened. But there still remain the facts that, when the congestion was removed, a general tightness in respect of Rolling Stock was felt at many points of the system, that the diversion of about 500 wagons for the use of pilgrims going to the Pundarpur fair caused inconvenience to goods traffic, and that, to meet the strain on the North-East Section, Lonavla was depleted of Engine power to a greater extent than was advisable. Such facts indicate that as regards stock we are liable to find ourselves hard driven in times of pressure, and that we have little or no "margin of safety."

19. The necessity of improvement of our arrangements for moving the traffic to Bombay, and also for dealing with it at the Terminus, has been constantly before us, and from time to time representations have been made with this object in view. I attach a memorandum (Appendix C) showing what has been asked for at various times between Itarsi and Bombay, and how far the requirements have been met.

20. The improvement advocated may be divided into five classes :—

(1) Improved Terminal arrangements.
(2) Additional accommodation at Changing Stations.
(3) Additional accommodation at Roadside Stations.
(4) Additional Signalling Stations.
(5) Additional Rolling Stock.

21. *Improved Terminal Arrangements.*—Under this heading may be included the following stations in Bombay, *viz.*, Wadi Bandar, Colaba and Victoria Terminus. In addition to these there are the Docks at

which some loading and unloading is done. At Colaba nearly all the Cotton business is carried on, and at Wadi Bandar most of the Grain and Seeds and other inward traffic. The outward traffic is done at Victoria Terminus and Wadi Bandar.

22. So far as outward traffic is concerned, no comment is needed. Existing accommodation has been found sufficient. It is in respect to the inward traffic that complaints have from time to time been made.

23. As regards the inward traffic, it will be remembered that in the season 1901-02 the receipt at Colaba of more cotton traffic than could be dealt with caused serious accumulation on the line (*see* my Report No. B. W. 12 of the 11th March 1902), and there was a partial repetition of the same difficulty last season. This has, in some measure, been met by the provision of additional sidings at Colaba, but I fear that the accommodation provided will not be sufficient to deal with the traffic without complaint. Last season, to save delay in transit, night delivery was offered to Cotton Merchants, who promised to take advantage of it, and considerable expense was incurred in lighting the sheds and yard, but, when all arrangements had been completed, our constituents found difficulties in making use of them, and night delivery had to be abandoned. Until therefore the acquisition of the necessary land at Colaba renders it possible to provide larger measures of relief, no permanent improvement can be effected at this point.

24. The following statement gives the total traffic received at Wadi Bandar during the 1st half of each year since 1887 :—

	Maunds.		Maunds.		Maunds.
1887	... 17,368,400	1892	... 17,570,097	1898	... 15,064,131
1888	... 15,959,318	1893	... 18,658,927	1899	... 13,950,480
1889	... 10,662,045	1894	... 16,165,656	1900	... 9,681,166
1890	... 12,727,300	1895	... 12,182,083	1901	... 11,369,163
1891	... 22,081,147	1896	... 14,360,131	1902	... 18,249,044
		1897	... 4,935,620	1903	... 22,086,940

25. The traffic during the past half-year was the largest yet recorded, the next heaviest season being 1891, when, it will be remembered,

there was serious congestion; indeed there is evidence in my office that whenever traffic got over the average, congestion and difficulty occurred, but not evidence that the public had been inconvenienced by it to an extent so great as is represented in the letter under observation.

26. Experience during the last season showed that our unloading accommodation at Wadi Bandar was just sufficient for the traffic *received there* in the fair weather, when goods could be unloaded in the open as well as in the sheds. Had the traffic north of Khandwa been cleared as it offered, and the inrush of export traffic been proportionately increased, there is good reason to believe that it would have been necessary to have restricted the receipt of traffic for Wadi Bandar before the rain compelled us to do so.

27. Business at Wadi Bandar was checked by a storm that passed over the island of Bombay on the 20th May and succeeding days, in consequence of which unloading was confined to the sheds, and I cannot do better than quote an extract from my letter No. B. W. 15/1/2, dated the 30th July 1903, to your address, explaining our difficulties then, as also at the commencement of the Monsoon.

> "3. The storm on the 20th May, as you are aware, came "without warning. Two days before, we unloaded 632 and "504 wagons, making full use of all available space, whether "under cover or in the open. On the storm coming we had "to confine the unloading to the sheds. This continued until "the 27th May, when we were again able to unload in the "open. The following shows the number of wagons unload-"ed each day during the time we unloaded in the sheds" :—

MAY.						
21st.	22nd.	23rd.	24th Sunday.	25th.	26th.	27th.
269	309	218	159	232	318	382

"5. This restricted unloading at Wadi Bundar meant "that we were obliged to hold back wagons up country, "and to what extent this had to be done will be gathered "from the following figures, which would have been much "higher, had not loading to Wadi Bandar been altogether "stopped south of Khandwa, and the receipt of traffic "from Foreign Railways restricted for some days."

Station.	Number of wagons held back—May.									
	21st.	22nd.	23rd.	24th.	25th.	26th.	27th.	28th.	29th.	30th.
Wadi Bandar	553	727	736	674	627	517	507	383	484	383
Bombay District ..	115	92	469	920	607	570	507	380	330	199
Manmad „	92	76	115	461	449	520	538	542	240	243
Bhusaval „	59	91	140	319	466	522	441	467	310	353
Jubbulpore „	192	168	298	333	451	348	742	493	586	550
Bina „	25	80	85	..	..	..	50	60	50	110
Jhansi „	28	89	23	15	22	7	51	83	130	157
Total ..	1,064	1,273	1,816	2,722	2,622	2,484	2,836	2,408	2,140	1,995

"6. When the Monsoon reached Bombay, we had a "repetition of our earlier experience, and were again obliged "to stop unloading outside, and to confine ourselves to the "sheds. Meanwhile, however, we had arranged to increase "our unloading accommodation by erecting cadjan sheds "over what are known as the "Wood lines." These were "completed on the 21st June 1903, though partially used "before that date."

"7. The following statement shews the number of "wagons unloaded in the sheds at Wadi Bandar daily, the "number of packages unloaded and delivered, also the number "of wagons on hand at Wadi Bandar, and the number

" held back at up-country stations, waiting till they could " be received at Wadi Bandar":—

Date.	No. of wagons unloaded at Wadi Bandar.	No. of packages unloaded.	No. of packages delivered.	No. of wagons on hand.						Total held back.
				Wadi Bandar.	Bombay District.	Sholapur District.	Manmad District.	Bhusaval District.	Jubbulpore District.	
June 9	239	49,963	39,898	438	447	5	439	3	91	1,423
„ 10	294	27,493	48,400	334	550	25	422	161	96	1,598
„ 11	287	30,202	47,044	324	679	...	493	95	99	1 690
„ 12	198	38,968	41,183	383	631	9	662	57	49	1 791
„ 13	237	28,882	24,949	344	674	...	577	194	55	1,844
„ 14	135	21,947	31,261	526	622	40	533	449	53	2,223
„ 15	251	20,499	12,049	770	534	39	409	308	233	2,293
„ 16	259	22,719	23,275	708	708	33	443	498	223	2,613
„ 17	263	30,475	27,097	565	813	15	570	374	299	2,636
„ 18	257	26,455	26,238	534	861	54	509	340	305	2 603
„ 19	232	25,906	23,382	539	887	42	553	265	334	2 620
„ 20	255	26,155	28,197	543	821	56	609	259	36	2,324
„ 21	175	21,873	24,711	589	843	27	533	271	199	2,462
„ 22	286	12,905	8,007	580	736	...	455	306	78	2,155
„ 23	290	24,706	26,182	537	867	20	344	340	43	2,151
„ 24	287	30,365	28,577	509	877	14	421	228	13	2,062
„ 25	250	26,366	26,057	485	935	21	323	334	17	2 114
„ 26	287	27,061	27,522	371	935	16	309	318	15	1,954
„ 27	310	23,929	35,777	317	777	17	235	289	23	1,658
„ 28	186	26,768	26,996	442	825	53	242	348	28	1,938
„ 29	239	14,722	10,518	592	532	65	356	262	45	1,752
„ 30	244	30,056	22,439	580	652	71	239	187	28	1,757
July 1	271	24,593	28,564	534	725	83	244	160	31	1,777
„ 2	257	24,706	25,805	531	570	125	172	136	20	1,554
„ 3	338	23,100	26,129	503	598	111	147	148	24	1,531
„ 4	263	33,669	27,540	495	422	71	206	131	45	1,370
„ 5	140	25 395	23,895	543	302	23	145	106	54	1.173
„ 6	260	14,112	9,684	609	515	...	187	153	26	1,490
„ 7	318	23,671	24,698	642	383	22	174	114	22	1,357
„ 8	293	28,880	25,643	531	285	54	143	103	6	1,123
„ 9	270	26,449	27,501	501	220	10	105	70	9	915

" 8. It will be seen that our unloading during this " period kept well up to our deliveries, and it was the fact " that delivery was not faster that prevented our doing " better. Our outward traffic was also heavy, so we could " not use the outward sheds to any large extent, though " we took advantage of them whenever possible."

" 9. The native merchants took the fullest advantage " of the wharfage rules, seeking every device by which they " could prolong the time the goods were left on our hands. " For instance, a merchant would not remove his goods

" until the whole of his consignment had arrived, and you " will understand that, with wagons held back at so many " stations, there was some difference in the dates of arrival " of the several wagons containing the consignment. To " get over this difficulty, orders were given that separate " receipts were to be issued for each wagon. Other merchants " seized the opportunity of a bag or two being received " damaged by wet, to delay taking delivery of the whole " or a considerable part of the consignment till the damages " on those bags had been assessed, and would delay coming " to Wadi Bandar to effect the assessment pleading other " business engagements, etc. The reason of all this, of " course, was that the godowns were full and the merchants " were only too glad for us to warehouse their goods for " them, especially as it involved no payment from them. " Many merchants had also labour difficulties to contend with.

" The average number of packages left on hand after " completion of unloading each day, between the 9th of " June and the 10th July, was 35,898, the largest balance " left on hand on any one day being 40,034. On the 9th " July we unloaded 31,343 packages (this figure represents " the total number of packages unloaded at Wadi Bandar, " the figure 26,449 shown in statement in para. 7 being " the packages unloaded in sheds only). Of these 24,286 " packages were removed within the time allowed free of " wharfage, the balance 7,057 or 23 per cent. remaining " on hand. Of those left 1,136 packages were not delivered " owing to the consignments being incomplete, 3,857 for " want of Invoices, 1,203 on account of damages, and 861 " owing to the consignees not having applied for delivery. " The following statement shows the dates on which the " 2,339 packages, left on hand on account of consignments " not being complete or because they were damaged, were " eventually delivered:—

JULY.							
11th.	12th.	13th.	14th.	15th.	16th.	17th.	21st.
346	170	530	332	421	283	245	12

"It will be seen that the merchants took 12 days to "entirely remove the goods that arrived at Wadi Bandar "on the 9th July, and the same thing occurring day after "day interfered considerably with the number of wagons we "were able to unload."

28. I may mention that, after the storm on the 20th May, the Bombay, Baroda & Central India Railway kindly offered to let this Company have the use of one of their sheds at Carnac Bridge, but, when I approached the merchants, they declined to take delivery of their goods there, and insisted on deliveries at Wadi Bandar, to which station their goods had been booked. This fact and those referred to in para. 9 of the letter quoted above, and in para. 23 of this letter, indicate that there is no general inclination on the part of the Trade of Bombay to assist the Railway when difficulties arise, though I am bound to say that the larger exporting European Firms did all that could reasonably be expected of them to relieve the situation.

29. One feature, that is very strongly brought out, is that the check, imposed by the rains on the unloading at Wadi Bandar, caused a fresh accumulation of wagons extending from Bombay to the Jubbulpore District, which seriously affected the earning powers of the line.

30. In connection with the want of sufficient shed accommodation at Wadi Bandar, it may be stated that the amount, paid during May, June and July 1903 in claims on consignments damaged at Wadi Bandar and on the road, due in a great measure to the detention of the wagons till they could get into Wadi Bandar, was as under :—

Claims paid for goods damaged at Wadi Bandar.	Claims paid for goods damaged on road.
Rs. 19,709-6-2	Rs. 8,580-2-7

31. This, added to the loss to the Company caused by the stock being tied up at a time when it was required for clearing further consignments, would go a long way to cover the provision of additional platforms and sheds which have been asked for. I would

again urge that these platforms and sheds be provided as early as practicable, as, until increased accommodation is given, there is certain to be a repetition of the difficulties experienced in this and previous seasons at the commencement of the Monsoon.

32. These platforms and sheds and the shunting neck under the Hancock bridge, which has also been asked for, are all that can be done for the present at Wadi Bandar, until the alterations consequent upon by the Harbour Branch Railway project are taken in hand. That project, as you know, necessitates the re-arrangement of nearly the whole of the Wadi Bandar Yard.

33. The Goods Depôt at Byculla will, it is anticipated, when completed, relieve to some extent existing disabilities at Wadi Bandar. Sanction to this scheme was obtained some time ago, but progress in connection therewith has been delayed owing to the fact that the full extent of our requirements in lands has not yet been complied with.

34. *Additional Accommodation at Changing and Roadside Stations.*—The information given in Appendix C explains itself. The accommodation at Khandwa has been somewhat increased, and improvements have been made in the Goods Yard at Bhusawal. South of Bhusawal the yards at Nandgaon, Igatpuri, Kasara and Kalyan all require remodelling or extending, with a view to bringing them up to the standard of existing requirements. The need of an improved yard at Kalyan, in which trains can be properly marshalled and sorted, is much felt, and in my opinion this work should be put in hand as soon as possible. With a good Sorting Yard at Kalyan the work at Wadi Bandar will be immensely simplified, and better results will be attainable. The construction of the Harbour Branch will make this need still more pronounced. All the above proposals are in various stages of progress.

35. The additional accommodation at roadside stations consist in the provision of lie-by sidings, into which goods or slow trains can be shunted to allow fast train to precede. At present such facilities are very deficient, and, where they have been provided, they are often on one side only of the line, necessitating the crossing of the Up or Down Main line. This is an arrangement which causes detention, and is fraught with some danger.

36. *Additional Signalling Stations.*—To increase the capacity of the line, and to permit of trains being passed forward with as little detention as possible, additional Signalling Stations have been opened between Bhusaval and Bombay during the last year, and I trust we shall soon be in a position to open Thansit and Ommbermali. I hope also before long to address you in regard to increasing the number of Block Signalling Stations on the Thull Ghat. It will be recognized, in view of the time taken to pass trains over the section of the line between Igatpuri and Kasara, that the section should be so divided as to allow of the traffic, received at Igatpuri or Kasara, being worked up and down the Ghat with as much expedition as possible. At present there is often delay.

37. *Additional Rolling Stock.*—To meet our present needs and provide for anticipated development in the future, a statement of our requirements for the next 10 years has been prepared, and now awaits sanction.

38. The foregoing paragraphs will, I trust, shew that this Administration has been alive to the necessity of improving its facilities so as to allow of traffic being moved without delay, even at the busiest time, but the provision of the necessary works and stock, involving a large expenditure, can only be made gradually.

39. Our attention has not been solely confined to the section of the Railway particularly referred to in this letter. In addition to the works alluded to proposals have been made to double the line between Lonavla and Poona and between Bhopal and Sukhi-Siwania, a short length, difficult of sub-division. The accommodation at Itarsi, Bina and Jhansi has been increased within the last year or two, and we are now adding considerably to our facilities at Bhopal and Dhond. We have also under construction new stations at Agra and Cawnpore, and sanction has recently been received to the enlargement of Lonavla station. The further improvement of the Bina, Jhansi and Hamirpur yards is also under consideration.

40. Proposals have also been submitted for the further subdivision of the sections on those lengths where the traffic demands it by the provision of 34 additional stations and for an additional siding to be put in at 87 stations, where the existing accommodation will not permit of the crossing of three trains. When sanctioned, these works will contribute to the more expeditious transit of goods traffic,—Yours truly,

(Sd.) A. C. RUMBOLL, Acting General Traffic Manager.

APPENDIX A.

Statement I.

STATEMENT SHOWING UP LOADED VEHICLES WAITING TO BE MOVED BETWEEN ITARSI AND KHANDWA.

April.

Stations.	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th
Jhansi	37	35	14	39	57	49	37	59	46	27	53	61	43	28	13	30	28	20	22	47	31	46	..	17	37	57	32	0	30	..
Bina	3	19	10	17	12	6	28	9	32	24	4	1	13	18	2	..	12	..	12	17	3	13	29	12	21	9	32	27	36	10
Bhopal	41	38	4	4	4	26	..	..	32	36	120	49	153	244	197	315	337	413	320	188	91	5	8	42	53	6	5	33	20	10
Itarsi	6	3	7	2	3	..	..	..	..	189	9	26	32	26	43	43	31	40	11	4	46	29	38	21	8	22	1	..	..	..
Jubbulpore	41	23	32	33	27	24	23	37	37	58	27	27	55	49	44	41	38	73	69	25	39	49	79	89	11	52	67	47	76	90
Sohagpur	28	32	26	25	38	33	32	27	31	38	85	70	26	53	53	53	43	62	75	33	81	101	59	47	24	39	31	34	14	31	40
Harda	49	36	39	54	38	23	40	40	64	155	69	112	179	253	71	200	65	55	60	48	48	30	16	14	29	10	14	22	20	35
Khandwa	..	..	..	..	22	21	..	..	51	..	26	..	..	64	96	57	99	7	59	118	70	45	85	47	24	..	..	..	..	..
Bhusaval	21	44	34	68	49	9	33	69	81	2	31	100	12	63	68	138	88	13	63	59	39	103	82	10	34	84	15	89	98	39
Total ..	226	280	166	272	250	191	193	241	313	529	434	446	523	808	527	907	760	693	649	578	468	379	364	276	259	271	200	238	311	224

May.

Stations.	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st
Jhansi	40	104	46	43	45	15	37	39	60	68	24	50	83	19	31	28	32	22	14	19	91	12	17	57	56	132	168	213	227	244
Bina	18	56	48	33	75	97	266	161	167	75	127	115	10	93	9	133	98	111	18	29	61	63	36	54	19	103	141	156	168	157	109
Bhopal	70	82	255	365	427	425	400	368	279	138	109	75	25	193	191	125	171	181	250	129	134	47	35	40	168	328	307	201	115	..	55
Itarsi	30	50	70	95	95	183	115	259	282	322	212	241	290	238	286	338	155	265	177	185	151	154	188	250	392	442	371	358	320	290	167
Jubbulpore	100	90	30	63	88	118	113	113	124	70	127	63	45	51	60	57	45	43	59	30	50	60	71	92	89	106	37	112	96	84	59
Sohagpur	29	33	54	29	155	44	31	66	93	51	60	133	155	170	64	34	17	6	8	23	18	18	19	53	43	70	141	141	128	103	109
Harda	92	75	90	185	179	149	97	61	12	..	15	36	13	10	6	13	7	..	37	..	17	..	13	..	6	90	43	62	22	36	22
Khandwa	..	84	..	11	..	..	82	5	77	238	100	47	112	24	35	31	33	75	38	54	..	31	55	33	212	213	154	209	97	69	49
Bhusaval	56	46	53	..	34	68	33	64	23	44	33	66	49	53	7	36	50	31	29	36	63	59	139	180	231	437	306	334	320	234	270
Total ..	497	570	646	829	1,098	1,054	1,124	1,127	1,117	1,006	837	826	781	852	691	793	610	724	730	600	513	523	568	719	1,237	1,838	1,636	1,800	1,479	1,200	1,084

Statement II.

STATEMENT SHOWING EMPTY WAGONS WAITING TO BE WORKED DOWN TO ITARSI AND BEYOND.

April.

Stations	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th
Khandwa	21	20	20	37	39	14	13	16	13	65	58	53	209	203	127	43	55	20	21	15	43	41	9	19	8	8	72	159	260	136
Between Khandwa and Bhusaval ..	12	20	14	24	35	28	22	10	20	10	9	19	15	20	14	28	13	16	22	9	4	10	10	16	11	5	14	6	7	13
Bhusaval	119	41	5	17	30	17	70	42	34	33	57	29	83	100	56	6	3	..	..	15	20	13	52	2	7	50	79	81	22	42
Total ..	152	81	39	78	104	57	105	67	67	111	124	85	307	323	197	77	71	36	43	39	67	66	71	37	26	63	165	246	289	191

May.

Stations	1st.	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st
Khandwa	201	236	242	140	167	138	330	290	141	70	115	56	15	14	5	146	115	116	87	67	90	22	62	94	23	3	6	4	3	3	23
Between Khandwa and Bhusaval ..	11	33	189	82	86	31	11	14	13	16	15	13	15	12	16	13	12	7	16	9	60	65	83	45	9	6	17	14	7	15	5
Bhusaval	33	245	240	205	9..	209	329	385	449	409	96	39	159	78	28	36	74	56	259	423	528	329	104	7	50	16	13	14	57	95	97
Total ..	245	513	611	427	283	378	670	689	603	495	226	108	189	104	49	195	201	179	362	499	678	416	254	146	91	25	36	32	67	113	125

Statement III.

STATEMENT SHOWING NUMBER OF WAGONS MOVED OVER SECTION KHANDWA TO ITARSI.

April.

Stations.	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th
Wagons worked Down from Khandwa to Itarsi	261	246	172	207	206	238	232	281	256	..	260	192	152	173	252	300	211	240	213	285	257	280	227	358	350	364	391	468	398	365
Wagons received Up at Khandwa from Itarsi ..	190	212	235	314	270	243	218	272	308	27	103	178	127	210	264	310	348	274	358	377	361	422	354	376	306	368	262	341	298	310
Total ..	451	458	407	521	476	481	450	553	564	27	363	370	279	383	516	610	557	514	571	662	618	702	581	734	656	732	653	809	696	675

May.

Stations.	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st
Wagons worked Down from Khandwa to Itarsi	191	242	314	363	302	300	227	264	239	261	407	419	331	440	298	424	378	413	440	364	519	446	422	362	258	206	211	256	311	208	492
Wagons received Up at Khandwa from Itarsi ..	268	270	202	220	217	309	245	273	377	440	127	355	408	319	397	340	413	505	386	399	380	424	424	264	329	199	198	309	223	317	232
Total ..	459	512	516	583	519	609	472	537	616	701	534	804	739	759	695	764	791	918	826	763	899	870	856	626	587	405	409	575	534	525	724

Statement IV.

STATEMENT SHOWING TRAINS WORKED BETWEEN KHANDWA AND ITARSI.

April.

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th
Trains worked between Khandwa and Harda Down.	11	11	10	14	13	12	12	13	12	4	11	11	8	9	11	16	12	18	13	16	14	19	14	16	14	16	16	17	16	14
Trains received between Khandwa and Harda Up ..	10	11	12	14	12	11	11	15	13	6	7	10	8	11	13	13	16	14	16	16	16	17	14	18	13	17	13	17	15	13
Total ..	21	22	22	28	25	23	23	28	25	10	18	21	16	20	24	29	28	32	29	32	30	36	28	34	27	33	28	34	31	27
Trains worked between Harda and Itarsi Up ..	10	8	14	12	13	14	11	15	13	8	12	10	8	10	10	14	13	13	14	13	16	14	18	13	15	14	17	12	15	14
Trains worked between Harda and Itarsi Down ..	13	11	13	10	17	13	12	12	12	7	8	9	13	13	13	12	9	16	14	15	17	15	14	14	14	16	13	15	15	13
Total ..	23	19	27	22	30	27	23	27	25	15	20	19	21	23	23	26	22	29	28	28	33	29	32	27	29	30	30	27	30	27

May.

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st
Trains worked between Khandwa and Harda Down	12	11	14	14	12	12	11	14	16	16	16	21	15	20	13	17	15	18	19	15	19	17	16	18	12	11	13	12	12	17	19
Trains received between Khandwa and Harda Up ..	14	13	11	12	11	14	12	14	16	18	15	15	20	14	17	15	16	20	16	16	16	18	17	16	14	10	11	14	12	13	14
Total ..	26	24	25	26	23	26	23	28	32	34	31	36	35	34	30	32	31	38	35	31	35	35	33	34	26	21	24	26	24	30	33
Trains worked between Harda and Itarsi Up ..	16	12	12	13	14	10	13	15	17	17	19	16	16	15	18	16	17	17	17	16	17	16	15	16	13	11	12	12	15	15	16
Trains worked between Harda and Itarsi Down ..	13	12	14	13	14	13	15	13	19	17	14	17	16	20	16	16	13	16	18	18	15	17	18	19	15	13	10	10	12	15	14
Total ..	28	24	26	26	28	23	28	28	36	34	33	33	32	35	34	32	30	33	35	34	32	33	33	35	28	24	22	22	27	30	30

(*Accompaniment to Acting General Traffic Manager's Report No. T. 147/1 of 28th September 1908.*)

APPENDIX B.

Statement shewing the weight of Goods traffic that passed over the Khandwa-Itarsi Section and the Passenger trains on that Section run during the first half of each year from 1887 to 1903.

Half-years ending	Khandwa to Jubbulpore Section.		Midland Section *via* Itarsi		E. I. Railway *via* Jubbulpore.		Total.		Total.	Passenger trains run.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Down.	Up.	Total.
	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	No.	No.	No.
30th June 1887 ...	5,303 532	1,409,735	631,182	502,188	1,725,143	915,836	7,659,857	2,827,759	10,487,616	543	543	1,086
,, 1888 ...	5,724,906	1,366,519	227,457	1,049,090	2,118,708	446,267	8,071,071	2,861,876	10,932,947	546	546	1,092
,, 1889 ...	2,795,894	1,271,397	955,035	531,558	1,427,041	474,069	5,177,969	2,276,924	7,454,884	543	543	1,086
,, 1890 ...	3 658,121	1,458,214	1,563,274	370,746	999 305	138,674	6,220,700	1,967,684	8,188,384	543	543	1,086
,, 1891 ...	5 293,177	1,466,963	2,763,753	381,249	1,237,790	124,614	9,294,720	1,972,826	11,267,546	543	543	1,086
,, 1892 ...	3,319,996	1,432,540	3,301,016	440,318	1,808,637	87 892	8,929,649	1,960,760	10,890,399	546	546	1,092
,, 1893 ...	4,069,244	1,353 726	2,754,240	378,149	1,465,262	89,386	8,288,746	1,861,261	10,150,007	543	543	1,086
,, 1894 ...	2,966,313	1,312,725	1,635,231	791,928	849,371	218,849	5,448,915	2,323,502	7,772,417	543	543	1,086
,, 1895 ...	1 798,590	1,215,570	930,602	588,744	622,959	127,886	3,352,151	1,932,200	5,284,351	543	543	1,086
,, 1896 ...	2,393,394	1,433,097	1,036,542	835,215	810,277	138,909	4,240,213	2,407,221	6,647,434	546	546	1,092
,, 1897 ...	1,243,268	1,600,626	1,145,948	1,021,251	993,162	139,332	3,382,378	2,761,209	6,143,587	543	543	1,086
,, 1898 ...	2,591,528	1,130,460	3,369,780	501,260	1,610,081	102,414	7,471,389	1,734,074	9,205,463	560	561	1,121
,, 1899 ...	2,339,291	1,117,065	2,923,038	650,367	1,169,979	165,465	6,432,308	1,930,897	8,363,205	566	568	1,134
,, 1900 ...	3,098,645	2,546 339	3,687,309	920,189	3,980,439	214,188	10,766,393	3,680,716	14,447,109	565	569	1,134
,, 1901 ...	2,460,520	1,782,715	5,940,435	1,089,046	1,789,706	211 806	10,190,661	3,083,567	13,274,228	560	569	1,129
,, 1902 ...	2,955,062	1,644,394	6,471,114	1,084,836	1,729,228	137,985	11,165,404	2,817,215	13,982.619	562	568	1,130
,, 1903 ...	4,145,567	1,454,533	7,130,861	980,278	1,925,420	156,484	13,201,848	2,571,295	15,773,143	743	742	1,485

(*Accompaniments to Acting General Traffic Manager's Report No. T 147/1 of 28th September* 1903.)

APPENDIX C.

Statement of additional facilities applied for between Itarsi and Bombay ; also additional Rolling Stock asked for.

Number and date of letter from General Traffic Manager to Agent.	Station or Section.	Accommodation asked for.	Traffic Department's reason for request.	Whether provided or not. If not, assumed reasons for non-compliance with traffic requirements.
		(1) TERMINAL ARRANGEMENTS.		
G 17/102 of 8th July 1898. B. 21 of 8th May 1902. B. W. 151/2 of 30th July 1903.	Wadi Bandar.	(a) Additional shunting neck under Hancock Bridge from Frere Road Sidings.	Accommodation for marshalling trains being insufficient	These proposals were considered at an Official Meeting on 22nd May 1899 when it was decided that items (d) and (e), which would be required independently of whether the Port Trust Railway was built or not, should be provided; but that the other items should be left over until the effect of the Port Trust Railway had been ascertained. The General Traffic Manager in his letter No. B 21 of 8th May 1902 asked for the provision of items (a) to (e) to be reconsidered. The Engineering Department have the preparation of estimates in hand.
		(b) New entrance to Wadi Bandar from Up goods line south of Hancock Bridge connected with 5th, 6th and 7th roads in Up yard.	To facilitate shunting and to enable trains to be admitted into and started from the 5th, 6th and 7th Roads.	
		(c) Permanent platforms and sheds alongside 6th and 7th roads.	For the protection of goods from damage by wet.	
		(d) Extension of water line and provision of 3 additional sidings for marshalling purposes.	To facilitate shunting for the Docks and the sorting of wagons.	
		(e) Lifting and crane siding ...	" " "	
B.W. 15/8 of 27th Dec. 1902.	Wadi Bandar.	Additional line between 5th road and Up goods main line.	To avoid detention of Up trains outside Wadi Bandar.	Provided.

APPENDIX C—*contd.*

Statement of additional facilities applied for between Itarsi and Bombay ; also additional Rolling Stock asked for—*contd.*

Number and date of letter from General Traffic Manager to Agent.	Station or Section.	Accommodation asked for.	Traffic Department's reason for request.	Whether provided or not. If not, assumed reasons for non-compliance with traffic requirements.
		(1) TERMINAL ARRANGEMENTS.—*contd.*		
B. W. 12 of 26th Nov. 1902.	Colaba ...	Additional siding accommodation.	In consequence of the unloading accommodation not being sufficient.	Temporary arrangements have been made to increase the siding accommodation, but permanent arrangements are being somewhat delayed owing to the difficulty in acquiring the land.
.....	Byculla ...	New Goods Depôt	To provide additional facilities for dealing with Goods Traffic in Bombay.	Government sanction to the scheme was received in January 1902, but there is delay in obtaining the necessary land.
		(2) ADDITIONAL ACCOMMODATION AT CHANGING STATIONS.		
B. W. 405/1 of 6th June 1902.	Hurda ...	Increased accommodation	Present accommodation insufficient.	Additions to yard in hand.
B. W. 41/9 of 20th Dec. 1901.	Khandwa ...	Additional siding accommodation. Extension of double line through station and re-arrangement of Goods yard.	Present accommodation insufficient.	Two additional sidings have been provided. The larger scheme is kept in abeyance pending preparation of the project for doubling the section from Khandwa to Itarsi.

B. W. 8/3 of 12th March 1902.	Bhusaval ...	Rearrangement of Goods yard ...	To facilitate dealing with the traffic in busy season.	Provided.
G. G. 860/10 of 1st May 1903.	Nandgaon, Igatpuri and Kasara.	Yards to be remodelled	Present accommodation insufficient.	Not provided. Plans under preparation by Chief Engineer.
G. 19/128 of 23rd June 1898 (to Chief Engr.)	Kalyan ...	Rearrangement of passenger and goods yards and provision of adequate sorting sidings.	For the proper and expeditious handling of the traffic to and from the Bombay Goods Depôts.	Not provided. Plan under consideration.
		(3) ADDITIONAL ACCOMMODATION AT ROADSIDE STATIONS.		
B W. 15 of 8th May 1902.	Byculla to Dadar.	Quadrupling of line	To facilitate movement of traffic.	This has been sanctioned between Byculla and Currey Road. The project between Currey Road and Dadar cannot be considered till the removal of the Vehar Main is arranged.
G. G. 505/2 of 22nd April 1901 B. W. 15 of 8th May 1902. B. W. 488/6 of 11th Nov. 1902.	Between Parel and Kasara.	Shunt sidings at 12 stations ...	To reduce detentions that slow trains have to suffer in giving way to fast and expedite passage of traffic.	Not provided. Plans & estimates for 5 stations submitted to Agent, remainder under consideration. Down sidings at Dadar and Matunga cannot be laid till the Vehar Main is removed.
B. W. 436/1 of 5th August 1902.	Asvali ...	Shunt siding...	To avoid necessity of shunting heavy goods trains across down main line, and to provide stabling accommodation for assisting engine working between Asvali and Padhli.	Not provided. Sanctioned in letter No. 497 of 3rd February 1903, from the Consulting Engineer to the Agent.

APPENDIX C—*concld.*

Statement of additional facilities applied for between Itarsi and Bombay; also additional Rolling Stock asked for—*concld.*

Number and date of letter from General Traffic Manager to Agent.	Station or Section.	Accommodation asked for.	Traffic Department's reason for request.	Whether provided or not. If not, assumed reasons for non-compliance with traffic requirements.
		(2) ADDITIONAL ACCOMMODATION AT CHANGING STATIONS—*contd.*		
G. G. 698/1 of 17th May 1901. B. W. 271 of 5th June 1902	Between Khandwa and Itarsi.	Additional siding at 18 stations ...	To increase capacity of section and facilitate movement of Goods traffic.	The requirement has been provided at one station. Plans and estimates of 9 stations have been sent to Board and Government for sanction. The Chief Engineer is preparing plans of accommodation required at remaining stations.
B. W. 260/40 of 10th July 1903.	Between Timarni and Pagdhal.	Crossing station	To facilitate the crossing of trains and increase the capacity of the section.	Suitable site for the station is being selected.
		(4) ADDITIONAL SIGNALLING STATIONS.		
B. W. 15 of 8th May 1902.	Between Kalyan and Bombay.	5 signalling stations	To shorten length of block sections and thereby increase capacity of line.	Not provided. Plans & estimates under consideration.
C. G. 81/31 of 7th April 1903.	Between Kalyan and Bhusaval.	Do. do.	Do. do.	Two have been opened, the remainder will be opened as soon as quarters for the staff are provided.

(5) ADDITIONAL ROLLING STOCK.

.....	**Rolling Stock asked for.** 50 Passenger Engines 50 Goods Engines. 30 Ghat and Shunting Engines.	50 to be supplied in 1904-5, 30 in 1906-7, 20 in 1908-9, and 30 in 1910-11.	To meet actual needs and anticipated future development.	Board's approval awaited.
B. 682 of 5th Dec. 1903.	***Coaching Stock.*** For Local Service— 13 Bogie First class carriages. 13 „ Second „ 26 „ Third „ 26 „ Brake-vans.	Supply to be spread over 10 years.	Do.	...Not provided. Programme approved by Board; under consideration of Government of India.
	For Main Line Service— 6 Bogie Composite (1st and 2nd class) carriages. 12 „ Third class do. * 3 Double Horse-boxes. 1 Bogie Luggage van	Supply per annum for 10 years.		
	Goods Stock. 90 Covered Goods wagons. 19 Open „ 1 Powder van. 10 Goods Brake-vans.	Supply per annum for 10 years.		
	12 Ghat Brake-vans.	To be supplied within two years.		

* Including 24 with brakes during the 10 years.

(Accompaniment to Acting General Traffic Manager's Report No. T 147/1 of 28th September 1903.)

NOTE BY THE CONSULTING ENGINEER FOR RAILWAYS, BOMBAY.

I went into the matters dealt with in the Agent's letter when out on inspection with him in August last, and then suggested sending a reply to the Chamber of Commerce to assure them that the state of affairs demonstrated in their letter of 17th July had not escaped notice, had not occurred without causing much regret and anxiety to the Railway and would not be allowed to pass without strict investigation with a view to further steps being taken towards remedying the defects in facilities which the season had confirmed. The Agent, however, asked me to wait until he had completed his investigations and was in a position to reply fully to the Chamber's letter and as it seemed to me that they should have the fullest information on so important a subject—in which they had by their letter given valuable assistance—I agreed to this course, and contented myself in the interim with verbally informing the Chairman and some individual members of the Chamber that we were doing all that was possible to improving matters for the next working season. Meanwhile, while on inspection, I gave immediate sanction to the works more urgently needed on the Khandwa-Itarsi section and have since sanctioned such other of the requirements as could be taken in hand at once. They comprise the following works on the section Khandwa to Itarsi immediately under notice as well as many similar works on other parts of the system :—

(i) The extension of Harda Yard.

(ii) Improved watering arrangements at Harda.

(iii) An additional crossing station on the section.

(iv) Additional siding accommodation at way-side stations on the section.

The additional facilities that these works will give are all that can be realised on the single line. The only thorough measure is the doubling of the section.

2. The Chamber of Commerce in their letter of 17th July pointed out—

(i) That the disparity between the Railway facilities in this Presidency and the quantity of produce to be dealt with instead of diminishing appears to have become more marked.

(ii) That the facts they put forward relating to the 1903 season should make it clear that due and reasonable progress is not being made in the development of the Railway system on this side of India.

(iii) That the facts they narrate regarding the particular section of the Great Indian Peninsula Railway under immediate discussion can leave no doubt as to the very urgent need for reform by some or all of certain measures which they indicate.

3. I will deal with the last item first—the concrete case of inability exemplified by the facts which the Chamber present to us. I may first mention—what he has himself omitted to state—that long before the Chamber's letter was received, the Agent had himself initiated a close investigation of the causes at the root of the trouble above Khandwa and had laid down the numerous independent lines on which it should be conducted. This investigation, the details of which I have seen and discussed, with the Agent, took time as it extended to every detail of working and to the operation of all ranks of the staff of the working departments, but the results—which, stripped of detail, are given in the enclosure to the Agent's letter—are worth the time and trouble given. When serious congestion occurs on a Railway it is only too common for all manner of hasty claims for additional provision to be made, more motive power, more rolling stock, extended sidings, additional sheds, more staff, etc., etc.; a proper investigation of the radical contributory causes being set aside on the score of urgency with the common result that much money is wasted without the essential remedies being secured. Such a haphazard course would have been specially misdirected in this instance. Where the final remedy of doubling is to be preceded by temporary improvements, the exact suitability of the latter and their adaptability to the ultimate doubling must be very carefully considered if money is not to be seriously wasted.

The result of the investigation made by the Agent is to show that the disability of the Great Indian Peninsula Railway above Khandwa was not primarily due to paucity of motive power or rolling stock (see paragraph 12 *infra*), but to insufficient facilities for their movement and that the insufficient facilities lie *principally* in

(*i*) the fact of the section between Khandwa and Itarsi being single line;

(*ii*) the insufficiency of the terminal accommodation in Bombay.

The estimates for doubling the Khandwa-Itarsi section are under consideration and will shortly be forwarded to the Government of India for sanction, and meanwhile their permission has been asked to put in hand the work of preparing the road for the rails, and to send an indent to England for the necessary permanent-way; but this work must necessarily take some time to complete and meanwhile the single line must be fortified in every possible way to meet the traffic of the busy season. The measures taken for doing this have been stated in paragraph 1 above and they are being carried out in such a way as to ensure as little as possible of the expenditure incurred proving useless when the doubling of the line renders them no longer necessary.

4. The remedy for the insufficiency of the terminal accommodation in Bombay must, it is clear, be applied simultaneously with improvements to the carrying capacity of the line if the full benefit of the latter is to be felt; but like the question of motive power and rolling stock, it is one that affects not certain sections only but the entire system of lines Home and Foreign leading to Bombay from all parts of India, and will therefore be better taken up separately, later on in this note.

5. With regard then to the Chamber's representation that there is need for very urgent "*reform*" in connection with the disabilities for which the section Khandwa to Itarsi and the terminal arrangements at Bombay are responsible; the facts adduced by the Agent clearly endorse the Chamber's statement save that the word "reform" implies, I think, more than can be laid to the charge of the Administration. Further "*improvement*," it is freely admitted, is urgently required and traffic, it must also be admitted, has outstripped facilities, but though the congestion on this section has been indicated since 1900 as the figures in the General Traffic Manager's Appendix B show, there is more than one circumstance to account for the delay in raising the standard of capacity. As the Agent points out, when the pressure between Khandwa and Itarsi was first felt in 1891—when the traffic on this section reached a higher figure than ever before—an estimate for doubling was submitted for sanction, only to be shelved in the face of the decreasing freights of the succeeding years. From 1894 to 1897, it will be seen from Appendix B that the total traffic on this section was little more than half that in 1891 and it was not until 1900 that it suddenly sprang

up to a larger figure than obtained in that year. In this year 1900, however, the traffic contributed by the Great Indian Peninsula and Indian Midland Railways though large was not portentous and the total increase was mainly due to a rise on the East Indian Railway which, if it was then held to be abnormal, the next year's returns certainly supported the view; and just at this time came the amalgamation of the Indian Midland Railway with the Great Indian Peninsula Railway and all the measures involved in that change which occupied so much of the attention of the Administration. The immediate effect on the Great Indian Peninsula Railway of securing control of the routes to the north is shown by the figures in Appendix B for the four last years 1900 to 1903. The "Up" traffic from the Indian Midland Railway alone *via* Itarsi has increased steadily from a maximum of three millions odd before 1900 to seven millions odd in the current year, a total, be it marked, in excess of the entire traffic over the Khandwa-Itarsi section in the years 1895 to 1897 and nearly approaching this entire traffic in four other years.

Thus it was precisely when the Great Indian Peninsula had acquired the means of bringing this large access of traffic to Bombay that this power brought with it the task of raising their newly acquired channels to a standard suitable for their increased work and of making arrangements for working them so as to conform to the requirements of one large trunk system with one great objective—Bombay—in place of the old arrangements which had sufficed for a land-locked system of branch lines sucked of its traffic by every channel to which the extremities of its short tentacles were attached. What this task involved in labour, time and expense can, I think, only be properly judged from a detailed inspection of the Indian Midland Railway system such as I made in 1901.

The policy on the Indian Midland Railway previous to the amalgamation—and a very necessary policy since only in one year previous to that period had it ever earned its guarantee—had been to work the undertaking at as low a ratio of working expenses to gross earnings as possible, and in consequence the standard of maintenance in all departments was far below that obtaining on the Great Indian Peninsula Railway. The standard had now to be raised to suit the new conditions of heavy, longer and faster traffic, and it will perhaps give some idea of what raising the standard of this comparatively new system meant, when, as an immediate result of this inspection,

the additional expenditure to be incurred by the Engineering Department alone in order to bring it up to the Great Indian Peninsula standard was estimated at Rs. 640 per mile of track including sidings per year for 5 years. Then engine power and rolling stock had to be augmented, engine runs had to be altered to suit the working of the new combined system involving radical changes at stations, new engine changing stations and residential quarters, and new watering arrangements; Junctions and their signalling had to be recast, waiting and refreshment room accommodation to be changed and extended, and all the numberless traffic details and distributions of staff which the new system involved had to be attended to.

Such matters take times to deal with and involved unremitting labour and thought on the part of the officers of all departments, and on account of the great number of requirements arising simultaneously for consideration, it is extremely difficult to correctly discriminate needs and apply the permissible expenditure precisely in the order that the working test subsequently shows would have been correct.

6. The list given by the Agent of the more important works on the system which have reached the stage of estimates calculated to cost in the aggregate 420 lakhs of rupees (or not far short of three millions sterling) is instructive. It gives some idea of what is involved in the improvement of even one congested section of a Railway and of the price that the Railway has to pay for insuring the merchant against disappointment in the punctual transport of his goods. The improvement above Khandwa by doubling the line at a cost of from 67½ to 78 lakhs (if Bhopál-Dewánganj is also doubled) involves, it will be seen, not only an expenditure on temporary remedies of considerably over a lakh of rupees, but also expensive improvements to other parts of the traffic channel and its terminals. Large sums must be expended on signalling and interlocking additional signal and crossing stations and additional refuge sidings, so as to give the sections below the means of dealing expeditiously with the increased traffic brought on to them by reason of the relieved congestion above. Marshalling arrangements also throughout have to be reorganised; stations constructed 40 years ago or more and added to bit by bit as circumstances required and as finances allowed have to be swept clean away and reconstructed at a cost of anything between one and four lakhs of rupees for each.

Engine runs may have to be again altered with the general reconstruction of station-yards, offices and quarters which this entails. additional motive power and rolling stock have to be provided, staff has to be increased and finally and most important of all the costly and difficult question of terminal accommodation in the constricted area in Bombay has to be dealt with. All this expenditure is not of course involved in the improvement above Khandwa alone, but it is very clear that to the cost of improvements carried out on that section must be added another and a larger sum if full benefit is to be derived from the improved capacity of the section itself. Simultaneously also with the call for increased goods capacity the ever-growing demand for improvements in the accommodation and service for passengers have to receive attention, and most of the expenditure involved is entirely unremunerative.

7. If then some merchants have been disappointed in their prospective gains by the insufficiency of a channel which its operators have so recently made instrumental in so largely increasing the produce that can find a market in Bombay, and in so largely adding to the comfort and convenience of passengers, it yet seems clear that, while a minority have unfortunately been unable to realise to the full the profitable transactions they contemplated and which were dependent upon a perfect Railway service, the gain to the great majority and to Bombay generally must have been considerable. In alluding to this phase of the subject, I do not wish to be construed as for one moment losing sight of the fact that the business of a Railway is to meet its customers' requirements. I wish only to have it borne in mind—and it sometimes seems to be forgotten —that it *is* " business " that we are dealing with ; that a Railway is a " business " just as much as any other ; that like any other it has to balance its expenses and receipts, and unlike many another has to incur enormous expenditure on any marked improvement without any possibility of increasing its prices for the one commodity —transport—which it has to offer, and frequently—as in the case of passenger traffic for instance—with little or no prospect of increasing its receipts. Additional traffic is its sole justification for increased expenditure and must therefore be assured before the outlay is incurred ; unlike many other businesses also, the effects of decision to improve and of increased expenditure are necessarily slow in showing. The remodelling of station-yards, the installation of perfected

signals and interlocking, the addition of hundreds of sidings, the improvement of watering arrangements, additions to rolling stock, these and the many other matters of the same kind which must combine and synchronise to achieve real improvement take time in preparation, time in consideration by London Boards and Government, time for the Supreme Authorities to consider how far the expenditure can be incurred without injustice to the other Railways, towns and ports in India, and considerable time in completing and perfecting for use when the greater part of the materials have to be ordered and manufactured in England, and the work has to be carried out without interruption of traffic. There is only one purse for Indian trunk lines, the strings of which are held by the Government of India, and the equitable distribution of its limited contents to the constituents of Government all over the Empire is always a matter for anxious consideration. Some must always be left lacking until the gaps in the map shall be filled in with a sufficiency of alternative lines. Time therefore must be allowed for considering and carrying out important improvements, and any abrupt raising to the standards of independent commercial Railways in the West without counting the cost to the Imperial purse cannot be expected from an Indian Railway, nor could it be achieved save at the cost of necessary alternative routes and further development, a fact which the Chamber clearly recognised when last year they included the following admirable sentence in one of their letters addressed to Government:—

"It is an absolute and obvious condition of new construction "that there should be assigned to it funds of an assured and "constant nature, while that condition does not apply in any- "thing like the same measure to the alteration and equipping of "existing lines; the latter could be carried out more or less as "funds might become available and at the worst the existing "Railway systems which are to some extent known in the money "market could go to that market with some hope of success. "They conceive that the great increase in the receipts of Railways "under the present conditions of development gives assurance "of large profits to be obtained by the extension of similar "systems into unopened tracts of ascertained fertility and shows "that the growth of traffic on such extended systems and the "creation of wealth which must attend it would in a few years "offer abundant means for the perfecting of existing lines."

These few words from the point of view of the Railway "business" are not, I think, out of place in connection with that duty to the public, which, equally with the Agent, I recognise as clearly as I am also bound to recognise its financial limitations.

8. The statement of the Chamber (marked (i) in paragraph 2 above) that the disparity between the Railway facilities in this Presidency and the quantity of produce to be dealt with instead of diminishing appears to have become more marked has, I think as concerns the Great Indian Peninsula Railway, been answered by my above remarks so far as it is answerable without more data. We do not, as the Agent says, know the amount of produce to be dealt with, so we do not know the amount that the Great Indian Peninsula in any season was unable to deal with, but we do know from Appendix B to the Agent's letter that the amount of "Up" produce taken by the Great Indian Peninsula in the 1903 season over the Khandwa-Itarsi Section (the *passenger* trains run being at the same time 34 per cent. in excess of any previous year) was 33 per cent. in excess of that taken in any year from 1887 to 1898 and nearly double that taken in 1899. Has the total amount of produce offering increased in greater proportion and has the increase been steady? If so, and this was known, it would have been well to have advised Government and the Railway, for such an assurance of steady increase to their business would have constituted the proof required to justify them in embarking earlier on the expenditure necessary for dealing with the improved traffic.

Similarly, taking the whole system, it would be well to know if the produce offering has increased and steadily increased in greater proportion than the increase of 52 per cent. in produce carried in the 1903 season over that carried in 1899, what the total amount of produce that could not be promptly carried amounted to, and how much of it was offered in a reasonably steady flow throughout the season?

9. The Chamber's remark, however, extends beyond the Great Indian Peninsula to all the Railways in the Presidency, and unfortunately no facts or figures in support of the disabilities of the other Railways in the presidency are submitted. Failing these, I can only say that, had the Railways known that in each successive year they were neglecting so lucrative a business as that which seems to be

indicated in the Chamber's letter, it is unlikely that they would have failed to submit proposals for expenditure to enable them to take it up.

10. The remaining statement by the Chamber (cited as (ii) in paragraph 2 above) is to the effect that the facts relating to the season of 1903 should make it clear that due and reasonable progress is not being made in the development of the Railway system on this side of India.

The facts narrated by the Chamber deal only with one Railway system—the Great Indian Peninsula—and only with one part of that system, and as regards that part the statement has already been answered. It has never been questioned that to cope with the traffic on the amalgamated undertaking of the Great Indian Peninsula Railway improvements must be in progress for many years to come as they have been in past years. At what rate this progress is to proceed is a question of ways and means. The directions it should take and their consecutive order experience must determine, as it has in the case of the improvements required on the Khandwa-Itarsi section and the other works co-ordinating with these improvements and any assistance that experience from the point of view of the public outside the Railways can give—such as has now been given by the Chamber—will be a valuable aid in giving prominence to the reasonable requirements of the Railways serving Bombay so that a proper share of the Imperial purse may be apportioned to them.

11. There are two important matters which I have left to the last, *viz.*:—

(*a*) Terminal accommodation in Bombay,

(*b*) Engines and Rolling Stock.

(i) The question of terminal accommodation in Bombay is undoubtedly the most difficult of all owing to the very limited areas available for increasing the Railway premises. Wari Bunder is and must continue to be the terminal at which the far greater proportion of goods coming over the Great Indian Peninsula are delivered. The Colaba terminal is in the season consecrated to cotton alone, and the embryo goods depôt at Chinchpogli may give some small relief, but it will not do to count on it, and I would prefer to regard this depôt as an additional facility rather than as a relieving yard.

Wari Bunder then is the terminal to be improved. In the busy season, although goods can then generally be dealt with in the open and every part of the yard is utilized, the accommodation is insufficient, and, as shown in the Agent's letter and enclosure, any untimely storm that confines unloading to the sheds may reduce the present capacity by one-half. Moreover, with the progress of improvements all over the system which have been indicated in former paragraphs, it is possible that the period of exports from up-country to Bombay may fluctuate between wider dates than at present, since merchants will be relieved of the necessity for seizing the first likely opportunity of getting their goods through to the port, and will feel more at liberty to choose their own time for sales and in consequence a great deal of unloading at Wari Bunder that is now confined to the fine weather—*pace* casual storms—will probably be required to be done at a time when the monsoon is imminent if not set in. All the make-shift expedients therefore in the shape of temporary platforms and sheds and imperfectly laid out sidings should vanish in time to meet the new conditions brought about by the improvements wrought on the system above, and it is none too early to commence with the matter now. I most cordially agree therefore with the Agent's decision to set about the reconstruction of the Wari Bunder yard in the manner described in his paragraph 15 (*o*). Arrangements should be made for transferring the requisite land belonging to the Port Trust as soon as it is required—and I have the fullest confidence that this energetic and public-spirited body will use all despatch in carrying out their share in the necessary formalities—and the yard should then be relaid, platformed and shedded as it will be when the Harbour Railway is ready for opening. Until that time comes we shall have the new yard and the old, and there should be no question of their united ability to cope with all the traffic offering. When the Harbour Railway comes and amputates the old yard much of the traffic will be diverted from Wari Bunder, and the new yard there will suffice for the remainder and will be ready for it.

(ii) In connection with the Wari Bunder yard and indeed with all the main yards within Bombay island is another question which I have asked the Agent to consider, and that is the

reorganisation of marshalling arrangements with a view to removing to "above-ghauts" all marshalling save that required for "below-ghaut" traffic, and thereby reserving the valuable space in Bombay and the island for true goods service. I have no doubt we shall arrive at an improved and workable position, but equally no doubt the cost of the alterations will be considerable.

(iii) A too hasty anticipation of the radical changes to be wrought by the Port Trust Railway in the location of certain terminal arrangements in Bombay has, I fear, been to some extent instrumental in deferring more than one scheme connected with Railways, among which, as the Agent shows, are the important matters of remodelling Wari Bunder yard and extending the cotton sidings at Colaba. The solution at Wari Bunder is, as already stated, the construction of the ultimately required accommodation now in advance of the advent of the Harbour Line. At Colaba, however, ground which can never now be recovered has unfortunately been lost. In 1899 the gravity of the position at Colaba was pointed out by the G. I. P. Railway Company, who then asked for a plot of land between the existing sidings and Wodehouse Bridge. This land was vested in the City Improvement Trust and was resumable by Government when required for public purposes. An urgent appeal for the land was made by the Consulting Engineer for Railways as extension was required at once and the future change in the location of the cotton green that the Port Trust Railway would bring about could not, it was obvious, affect the present needs. Government, however, decided not to resume, and the land so advantageously situated for the much-needed extensions is now irredeemable. Other plots of land at Colaba vested respectively in the Government Public Works Department, the Military authorities, the City Improvement Trust and the Colaba Land and Mills Company, and forming in the aggregate one connected plot, have been under negotiation for a very long time and after a voluminous correspondence the greater part has now been acquired for the use of the B. B. & C. I. and G. I. P. Railways. The portoin held by the Military authorities is still under treaty and it is hoped will be handed over in time for this coming season. When all this land is acquired, how-

ever, it will still be insufficient; but, so far as can be seen, not a rood more is available and we must wait for a removal of the cotton green to its future site for complete relief.

(iv) The Port Trust Railway is still a paper project and incomplete at that, although the attention given to it during the last year gives promise of bringing about an early settlement of the many knotty questions in respect of the working that arose immediately the original project came to be criticised and handled by Railway officials. But it is idle to look to the early future for the completion of this costly work with its extensive reclamations of land, expensive terminal and transfer arrangements at and short of the docks, and the transfer of trade sites which it will involve.

(v) The Goods Depôt at Byculla (Chinchpogli) has been long delayed both by the enlargement of the original scheme and by the great delay in acquiring land which appears to be inseparable from Bombay. The matter, however, seems nearing settlement now.

(vi) With Wari Bunder remodelled, the Chinchpogli Depôt in working order, the line quadrupled between it and Wari Bunder, up-country marshalling removed out of Bombay, the addition of block stations between Dadar and Kalyan, the Kalyan yard remodelled and the provision of the necessary refuge sidings at way side stations the terminal section of the G. I. P. below Kalyan will, I venture to think, be capable of taking all the traffic brought down to it from the improved system above that junction, but again these are large and costly matters that must take time to complete. One thing is sure, however, that the only delay that will occur will be due to compulsory financial restrictions.

(vii) As the Port Trust Railway has by its future promise tended to defer improvements, so the Vehar main has by its presence on railway land proved a continual obstruction to the improved facilities for the public which have been recognised on all hands as necessary. Not only does it obstruct the quadrupling of the line north of Byculla, but so long as it remains inside the railway land, none of the much-needed additions to sidings and platforms, etc., at stations on the G. I.

P. and B. B. & C. I. Railways between Coorla and Parel can be provided. When Government allowed the main to be placed on their railway land, it belonged to them ; the arrangement therefore was a domestic one of convenience and economy. Since, however, it has passed into the hands of the Municipality their legal right to retain and renew it there and to prevent any railway works being constructed that will impede access to any part of it has been established and rigidly employed and the only remedy, if the public convenience is to be met, lies in the transfer of the main between Coorla and Parel to a new alignment outside railway limits. This has long ago been recognised by the Government of India, the Local Government and the Railways, but the question of what share of the cost of renewal and removal should be borne by the Municipality has caused delay in undertaking the work. It is hoped, however, that this question will soon be settled so as to admit of the early completion of the project.

(viii) There remains only one further question to touch upon, *viz.*, the question of additional engine power and rolling-stock and the connected matters to which the Chamber refer in their paragraph 6 (*b*).

12. It has been said above (paragraph 3) that the congestion above Khandwa was not primarily due to want of power or rolling-stock and this is true, but it must not be understood from this that I consider the equipment of locomotive power and rolling-stock has yet been raised to a sufficiency for meeting conditions of severe pressure. There is at present, as the General Traffic Manager points out, " little or no margin of safety " and the fuller utilization of stock which the improvements on the Khandwa-Itarsi Section and elsewhere on the system will allow will neither provide a sufficient margin of safety, or in itself be sufficient for the improved capacity of the road. Rolling-stock must, of course, keep pace with all the rest of the progress, and it will be seen from the Agent's letter, paragraph 15 (*q*), that the matter is receiving proper attention both in regard to quantity and improved quality and comfort.

With regard to the kindred question in respect of the interchange of rolling-stock between railways and the more systematic employment of that in use, I am doubtful as to the precise meaning of the Chamber in the latter allusion. If it is meant that the stock should

be better employed under existing conditions, let it be admitted at once that there is no working which is not susceptible of improvement and that for many obvious reasons the conditions in India make improvement a far slower and more difficult process than in the West. The Railway Administration alone can appreciate all the difficulties attending unequal up and down traffic, blocks due to local congestion, unequal station intervals, sudden dislocation caused be Special and Fair trains and the hundred and one other details which, even with the best of station and working facilities, combine to destroy the most perfect Time-table ever designed by the Locomotive and Traffic Departments, and which, when aggravated by the many imperfect arrangements inherited from a struggling past, present for solution a problem with ever-changing data, which in my experience the Great Indian Peninsula spare no pains to solve. With regard to the request that steps should be taken to remove all such doubt as was stated in this Government letter No. 2023 of 9th July 1902, regarding the obligation of one Railway to provide stock for goods destined for another line, the Chamber were informed in that letter of the Government of India's views on this question, and I am unable to do more than forward for their perusal my own general views on the rolling-stock question as expressed in my note of the 21st December 1902, with which this Government generally concurred and which was forwarded to the Government of India in February of this year. No doubt the matter is under the consideration of the Supreme Government though nothing further on the subject has been heard. The note will also serve to give the Chamber some idea of the general condition of the principal Railways serving this Presidency for coping with a heavy season's traffic as it appeared to me at the end of last year, and will also perhaps assist my remarks above in convincing them that railway affairs under this Circle have not been neglected and that continuous effort is made in improving railway facilities in proper sequence and so far as financial considerations allow. Since that note was written, further improvements have been made, notably in the engine power of the Bombay, Baroda and Central India Railway ; in the engine power and rolling-stock of the Great Indian Peninsula undertaking, and in stations, extensions and appliances on both Railways.

I have written at some length because I think it is due to the Chamber when they take the trouble to assist my work and that of

the Agent to give them all the information in my power. Without going into unnecessary detail, I trust that what I have set down will reassure them on the question of the attention that Railways receive on this side of India. I will only remind them in addition that the following Railways—omitting purely famine lines—in which this Presidency is directly interested have recently been ordered for construction and survey :—

For Construction:—	Miles.
(i) The Agra-Delhi Chord	121¼
(ii) The Baroda-Godhra Chord	44
(iii) The Rewari-Phulera Chord	131¼
(iv) The Lower Sind Extension (Hyderabad) (Sind to Badin)—	
This is the northern end of the future Bombay-Sind Connection	61
(v) The Barsi Railway Extensions...	57¼
(vi) The Ait-Kunch Branch—Great Indian Peninsula Railway	8¾
(vii) Gwalior-Sabulgarh Extension of the Gwalior Light Railway	55½
(viii) Mobha-Kanjat Extension of the Baroda 2′-6″ gauge System	6½
(ix) Anjar-Tuna Bandar Line in Cutch	12
(x) Kanjat-Jambusar-Broach Extension of the Baroda 2′-6″ gauge System	38
Total ...	535½
(xi) Conversion of Viramgam-Wadhwan Section from broad to metre-gauge, placing Kathiawar in unbroken metre-gauge connection with the North.	

For Survey:—	Miles.
(i) The Nagda-Bara-Muttra Railway—Final location (now in hand)	355
(ii) Nagpur to Itarsi—Forming part of the future North and South broad-gauge connection ... 179	
With branch to Multai from Wardha ... 86	
	265

Miles.

(iii) (Second Season's Work).—Alternative lines in connections with the Itarsi-Nagpur through connection with branches to Chindwara and the coal fields. Surveys now in hand. Total length about 250

(iv) Warora-Chanda and Bellarpur Railway—Recently surveyed 38

(v) The Viramgam-Dhrangadra-Malia Railway—(Detailed Survey in hand). The probable southern end of the future Bombay-Sind connection 90

(vi) Surveys for the Baroda Durbar—

(1) Nar Nadiad Loop 22

(2) Kosamba-Zankavao-Vajipur Line 64

(3) Baroda-Savli Line 31

(4) Manund Road-Chansama-Bechraji Railway ... 25

(vii) Matheran Tramway—Preliminary Surveys carried out. Matter now in the final stage of consideration 12

(viii) Sabulgarh-Sheopur Extension of the Gwalior Light Railway—(A detailed project has recently been prepared and is under consideration) 68½

(ix) Anjar-Bhuj Extension of the Cutch State Railway —Survey carried out and much of the earthwork thrown up by famine labour 27

Total ... 1,247½

G. A. ANDERSON,
Consulting Engineer for Railways.

Mahabaleshwar, 24*th October* 1903.

Enclosure—

Note by the Consulting Engineer for Railways, Bombay, dated 21st December 1902.

NOTE BY THE CONSULTING ENGINEER FOR RAILWAYS, BOMBAY.

1. The railways have replied categorically to the questions put by the Government of India. The primary object of the enquiry is presumably to ascertain what additions and improvements are required to the railway equipment in respect of both works and stock in order to prevent a recurrence, at the next season of extraordinary pressure, of the delays in carrying grain and fodder which were complained of in 1899-1900. The causes of failure or partial failure to meet the demands made upon railways during that period therefore required to be distributed under two main heads:—

(i) those due to defects in the equipment of the railways concerned—a matter for the Railway Boards and the Government of India to remedy;

(ii) those due to circumstances beyond the control of the railways concerned—a matter for the Local Govenments and the Despatching Departments of Government to remedy, and who will no doubt take into consideration the statements made by the railways under this head. The coincidence of the movement of troops to Bombay for South Africa with the commencement of the famine is cited as a factor increasing the difficulties of transport; but railways must, in my opinion, expect such coincidences and should not be so sparsely stocked as to be unable to cope with them in reasonable time without dislocation of traffic.

2. It will be seen, however, that in spite of the comparatively sudden and unexpected nature of the calls on the Great Indian Peninsula and Indian Midland Railways and the coincidence of a large movement of troops during part of the period of pressure, the Great Indian Peninsula Railway in addition to an increase of 474,148 tons of food stuffs over a normal busy season's traffic carried 142,907 tons or 38,623 wagon loads of fodder, while on the Indian Midland Railway, a poor earning line and well known to be insufficiently equipped in respect of both movement facilities and rolling stock, a very large increase over any previously realised traffic was carried including a large amount of fodder—the worst paying load. In all the circumstances it seems that these two railways responded well to the call made upon them by Government.

3. The Bombay, Baroda and Central India Railway system also, it appears, suffered from urgent demands to carry a very large amount of low-paying fodder in a short period to the exclusion of other better-paying traffic. The whole of the available grass stock was carried on the Broad-Gauge in 7 months, to do which 1,875 wagons—*half the entire available stock*—had to be requisitioned, and when it is remembered that each of these wagons was carrying a low-paying load of only 3 tons weight against a possible high-paying load of 11½ to 15 tons, it will be realised that the sacrifice of earning power made by the railway to meet the demands for fodder carriage was very real. The railway, it seems clear, did all in its power; whether it is expected to do more in future is, as the Administration says, a matter for Government to consider: a question of rolling stock reserve which I will discuss further on under head (i).

4. With regard to Government of India's question (i) all that is required it seems is that there should be complete touch and cordial relations between the Railway Officials and the District Officers as appears to have been the case in 1899-1900: no formal procedure seems to be necessary. In fact, in my opinion, the work of all on such occasions will be advanced in inverse proportion to the extent to which the relation between the railway and the District Officers are stereotyped and formalized.

5. The causes of failure under head (i), *viz.*, those due to defects in the equipment of railways, may be taken in the order in which they should be remedied, *viz* :—

(i) Deficiencies in staff.

(ii) Defective facilities at terminals, crossing stations and junctions.

(iii) Deficiency in engine power.

(iv) Deficiency of rolling stock.

There was no deficiency in the staff on any of the railways.

On the Great Indian Peninsula it will be seen that the greatest number of trains run in any 24 hours at the busiest time on each section in the direction in which traffic was moving was equal to the

full practical capacity in the case of 7 out of 21 sections, and these 7 sections, together with 4 other sections on which the ultimate practical capacity was almost reached, comprise—

(i) the whole length from Khandwa to Jubbulpur, the receiving section for the Rajputana-Malwa Railway, Malwa Branch, the Indian Midland Railway, and the East Indian Railway,

(ii) the north-east and the south-east above Ghat sections, Igatpuri to Nandgaon and Lonavli to Sholapur,

(iii) the Chord line from Dhond to Manmad connecting the north-east and south-east above Ghat sections,

thus pointing to the advisability of extending the double line onwards from Khandwa to Itarsi and from Lonavli to Poona or Dhond as well as of improving junctions and increasing siding and crossing facilities elsewhere. The difficulties with watering are also mentioned. All these matters are now under consideration; some of them have been put in hand and a number of improvements will shortly be submitted for sanction.

No marked congestion is especially noted at Bombay terminal stations, but the Inspection Report for the second-half of 1901 shows that the circumscribed space available at Colaba for handling cotton causes congestion reaching far up the amalgamated system during the cotton traffic season. This matter has, during the past year, received earnest attention at the hands of the Consulting Engineer and the Government of Bombay, and as much relief as it is practicable to give in the very limited space available until the Port Trust Railway is taken in hand will, it is hoped, be found ready for the present cotton season. It seems clear that it was owing to want of station facilities rather than to a deficiency of wagon stock that the Great Indian Peninsula Railway found it difficult to deal with the famine traffic. Their rolling stock was sufficient for normal busy conditions, and had there been similar sufficiency of stock on the Indian Midland Railway and connected Broad Gauge lines, there would have been little difficulty in reasonably meeting the demands for stock. In engine power there was no deficiency on the Great Indian Peninsula Railway.

6. On the Indian Midland Railway the case was very different. From Jhansi and Ujjain to Itarsi the line was being worked to

practically a full capacity which can and should be increased as much as possible by the provision of more crossing stations and of more sidings at junction, engine-changing and existing crossing stations. The matter is now under consideration, and estimates may be expected shortly. The engine power was greatly deficient—35 short according to the Administration's estimate. Since the famine of 1899-1900, however, the engine power has been increased by 10 mail and 25 goods, and 5 more mail and 27 more goods engines are in course of manufacture. Total reinforcement 15 mail and 52 goods engines which added to the Great Indian Peninsula equipment (also to be reinforced by 12 more powerful mail engines) should amply suffice for normal busiest seasons, and in a few years when the proposed revised programme for the Indian Midland Railway engine renewals begins to show * results, the amalgamated system should have a splendid equipment of engine power equal on occasion to short seasons of abnormal demand.

7. The rolling stock on the Indian Midland Railway was also very deficient. It did not suffice for a normal busy season, and, but for the assistance of the Great Indian Peninsula and Bombay, Baroda and Central India Railways, the deficiency would have had an even more marked effect upon the position during the famine. It will be seen that in 1898 the General Traffic Manager of the Indian Midland Railway estimated that 4,132 goods wagons would be required to meet the normal requirements of the next 10 years. During the famine there were only 2,333—or 1,779 below normal requirements—on the line.

The question of the goods stock required on the amalgamated system has been fully reviewed in the accompaniments to this Government letter No. 1553, dated 21st May 1902, and need not be recapitulated here especially as a fresh forecast is now under the consideration of the Agent and his Board. Their final proposals may, I think, be expected within two months' time.

* (i) 7 Obsolete Bombay, Baroda and Central India second-hand engines to be replaced by powerful ghat engines from 1904 to 1906.

(ii) All remaining engines placed on the line simultaneously in 1887 and renewals, therefore, not ordinarily due till about 1917. But so far no boilers have been renewed nor have there been any complete renewals of fire boxes or boiler barrels. On the basis of the Great Indian Peninsula system (15 years' life for a boiler) the proposal is to renew 16 boilers a year commencing from 1904 inclusive.

8. On the Bombay, Baroda and Central India Railway it will be seen that the full practical capacity of the single line section was reached during the famine. On fuller enquiry the Agent states that the interpolation of four crossing stations at a cost of about Rs. 80,000 would increase the capacity from 17 to 28 trains each way. This is the first remedy to apply.

There was no congestion at Receiving and Despatching, or at Junction stations with Foreign Railways. At engine-changing stations such congestion as occurred was due to engine failures and not to deficiency of station facilities.

9. The engine power was very deficient, but, as will be gathered from the statement of the case submitted with this Government letter No. 3521, dated the 22nd December 1902, to the Government of India, the deficiency was mainly due to the overworked condition of the engines and the consequent state of their repairs, that is to say, the number of engines on the line was not sufficient to allow of a sufficient reserve being taken off work for thorough repairs, and in consequence a number which, had all the engines been thoroughly fit, would probably have sufficed for a fairly normal busy season proved entirely inadequate under the severe abnormal strain owing to their exhausted condition. Additional engines, therefore, are obviously required in order that the supply may be maintained to a proper level of efficiency and a further small addition to the number to meet the extreme pressure of very busy seasons would no doubt be a prudent provision. The present position in regard to the Bombay, Baroda and Central India engines has been fully reported to the Government of India in the recent letter quoted above, and no further comment is needed here.

10. In regard to wagon stock the Administration is of the opinion that it is sufficient for dealing promptly with the maximum traffic of ordinary prosperous years, and I think this may be accepted. Had the fodder been offered in a more compressed state it is clear that the delays which occurred would have been enormously reduced and given a sufficiency of engine power also, it seems probably that even the large expectations of the Despatching Departments would not have been seriously disappointed.

11. The metre-gauge Rajputana Malwa Railway does not enter into this enquiry, but as on future emergent occasions it may do so, I may briefly note that the entire question of the improvements both

in stock and movement facilities on the line has received the close attention of the Consulting Engineer for Railways, Bombay, ever since the inspection for the 2nd half of 1899, and the capacity of the railway is now in a rapidly improving condition in all respects.

12. Summing up for the two railway systems, the enquiry shows that the directions in which improvements to equipment are necessary are those in which they have been already to some extent made and are now being steadily pursued, *viz* :—

Great Indian Peninsula Amalgamated System.

I. Improved arrangements at important junction and marshalling stations—partly provided ; rest under preparation.

II. Additional sidings at existing crossing stations—partly provided ; a comprehensive scheme under preparation.

III. Additional crossing stations on the Indian Midland Railway Section—partly provided ; the rest included in the scheme under II.

IV. Improved watering arrangements—much already done ; other schemes under disposal.

V. Improved terminal accommodation at Colaba for cotton—all that is possible already done. The completion of the Port Trust Railway can alone place this matter on a thoroughly satisfactory footing. Interest in this scheme has lately flagged, but is now being revived.

VI. Increased engine power—already arranged for and more than half completed.

VII. Increased good stocks—partly arranged for. Further proposals under consideration and may be shortly expected.

B. B. & C. I. Railway.

(i) *Broad-Gauge*—

I.—Four crossing stations to be added on the single line between Baroda and Barejadi.

II.—Increased engine power—a matter now before the Government of India.

(ii) *Metre-Gauge—*

Improvements being carried out generally in all the directions indicated. Station facilities being enlarged ; watering arrangements being improved ; rolling stock being added to ; obsolete engines being renewed and engines sold to foreign lines being replaced. Revised engine programme under consideration. Renewals of stock with heavier axles and strengthening of weak girders also under consideration.

13. How far the rolling stock of railways should be increased above their normal maximum needs in order to enable them to cope expeditiously with the extraordinary demands of periodical famine is another question which is for the consideration of the Government of India. Railway Companies can hardly be expected to provide more stock than is necessary for dealing with the probable maximum demands during the busy season of the year, but do they ordinarily satisfy this condition ? I think there can be no doubt that, as in the case of the Indian Midland Railway on the majority of railways, this standard has not been attained, and that in the past the tendency of Government has been to unduly restrict the rolling stock on railways, aiming generally it would seem at an irreducible minimum rather than at a liberal maximum.

The proper course, as it seems to me, to follow now and which, if followed, should obviate the necessity for any reserve stock for famine is first to ensure that the engines and vehicles on every line in the country are really sufficient for their busiest season's traffic and then to see that as stock comes in for renewal or requires additions each new or replaced vehicle is of the fullest carrying capacity, *i.e.*, taking the heaviest permissible axle loads, and each new or replaced engine (engines really obsolete for the work required of them being condemned at once), a machine possessing a good margin of power, the necessary improvements to road and bridges and specially to station and other movement facilities progressing steadily and intelligently the while.

If from the present moment forward every line in the country was to have its capacity steadily and consistently developed on these lines, I think there is enough in even the Agent's letters now before us and in the report of progress shown in my note to permit of our

predicting that should we be spared from another famine for a few years—if one happens next year even we should be in a vastly better position to meet it on the G. I. P. at least—railways, when it does come, will be found competent to deal with its demands in a satisfactory manner, thanks to the reserve of power which they have steadily accumulated, a reserve which must always be of value and which it is surely better economy to secure without unnecessary loss of time than for want of it to be left open at any time to loss of traffic and increase in expenses.

A well designed and constructed wagon has a long life of from 25 to 35 years and pays for itself in less than two. An old obsolete engine burns as much as the best and fittest and loses the line a percentage of its running expenses every time it runs, and at times, as on the B. B. & C. I. Railway, loses whole train loads. There should be no hesitation, therefore, as it seems to me, in starting now with a liberal supply of engines and stock to each line according to its traffic; starting thus and steadily continuing the general development in the directions indicated above there should be no need for Government to expend a large sum on a "reserve stock" arrived at empirically and apart from any consideration of the development of each individual railway.

G. A. ANDERSON,

Consulting Engineer for Railways, Bombay.

Bombay, the 21st December 1902.

CHAMBER OF COMMERCE,

BOMBAY, *12th December* 1903.

To

THE SECRETARY TO GOVERNMENT,

PUBLIC WORKS DEPARTMENT (RAILWAY BRANCH),

BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 2921, dated the 12th November 1903, with accompaniments, all dealing with those questions relating to railway development on this side of India, which were raised in a letter addressed to you by my Committee on the 17th July last.

2. I am, in the first place, to express the thanks of the Committee to Government for the very thorough way in which the questions have been gone into, for the frank and able review of the causes and remedies of the congestion complained of by the trade, and for the assurance that the need for speedy provision against a recurrence of such congestion is recognised both by the Railway and by your Department.

3. From the exhaustive reports of the Agent and Traffic Manager of the G. I. P. Railway it is evident that the staff deserve credit for the use they made of their imperfect facilities and for the measures they employed to deal with the enormous traffic of the past season. The reports in question leave no doubt that the Committee were right in their contention that the traffic has definitely outgrown the line, and that the only effective remedies are the doubling of the section between Khandwa and Itarsi and the extension of the terminal facilities in Bombay. The Committee fully endorse the request made by the Agent for all the facilities named in paragraph 15 of his letter, dated the 9th October; and the doubling and the terminal facilities are specially mentioned here only because they appear to my Committee to determine the value of all the other proposals. For this reason they would have welcomed some such assurance as the Agent invites in his 16th paragraph to the effect that no delay in the provision of funds for approved proposals may be allowed to occur. For, without ignoring the financial difficulties with which the Government have had to contend in recent years, the Committee are persuaded that a more liberal and prompt expenditure on railway communications would have

paid Government, not only in traffic receipts but in the increased recuperative power of the country, and would, in the present instance, have been very fully warranted by the great profits made by Government on the G. I. P. system during the last three years.

4. Since it is stated that the work of doubling the section between Khandwa and Itarsi will take several years, the Committee trust that there will be no delay in sanctioning the estimates that have already been submitted to Government and that the work will be put in hand at once. The Committee do not press for the immediate doubling of the line to Bhopal; but they share the Traffic Manager's opinion that such doubling must be regarded as an eventuality of the near future, and they would suggest that all other arrangements complementary of the doubling may be made in advance, so that when the moment arrives the work can be carried out without delay.

5. With regard to paragraph 20 of the Agent's letter, in which it is stated that certain sections of the trading public showed a disposition to take advantage of the difficulties in which the Railway staff found themselves in May of this year, I am directed to say that the Committee are addressing the Grain Dealers' Association on this subject.—I have, etc.,

FREDERICK NOEL-PATON,

Secretary.

APPENDIX KK.

TELEGRAPHS.

Official Code Vocabulary.

No. 6584-T.

From the Director-General of Telegraphs,

To the Secretary, Chamber of Commerce, Bombay.

Calcutta, the 4th December 1902.

Sir,—With reference to your letter, dated the 5th of November 1902, I have the honour to invite your attention to paragraph 1 of this Office letter No. 4727-T., dated the 19th of July 1902, and to inform you that the request of your Committee to instruct the Indian Delegate at the forthcoming International Telegraph Conference to oppose any measure regarding compulsory use of the New Official Vocabulary has not been lost sight of.

2. I may add that the special points referred to in paragraph 4 of your letter under reply have also been noted.—I have, &c.,

A. B. LARKINS, *for* Director-General of Telegraphs.

No. 7308-T.

From the Director-General of Telegraphs,

To the Secretary, Chamber of Commerce, Bombay.

Calcutta, the 8th January 1903.

Sir,—With reference to your letter, dated the 23rd October 1902, I have the honour to forward herewith a copy of letter No. 2942, dated the 27th of November 1902, with one enclosure from the Director of the International Telegraph Office at Berne.—I have, &c.,

T. W. HERRINGTON, *for* Director, Traffic Branch.

Copy of a letter No. 2942, dated the 27th of November 1902, from Bureau International des Administrations Télégraphiques, Berne, to the Director-General of Telegraphs.

Referring to your letter No. 4089-T., dated 30th July 1902, you have been pleased to send us, under date 6th November current, at the request of the Bombay Chamber of Commerce, a list of the codes employed by the members of that body for the preparation of their telegrams in conventional language.

We have subjected that list to a minute examination with a view to determining which of the codes included in it have been incorporated in the new Official Vocabulary. That examination being now completed we have the honour to communicate to you hereunder the results, and to beg that you will bring them to the knowledge of those interested.

I. Codes et vocabulaires employés par les membres de la Chambre du Commerce de Bombay, dont les mots ont été insérés dans le Nouveau Vocabulaire Officiel.

WHITELAW.—(1) Telegraph Cyphers with terminational order. A selection of 200,000 words from the Spanish, French, Portuguese, Italian and Latin languages, 1887.

(2) A selection of 400,000 words from the English, Dutch, French, German, Spanish, Portuguese, Italian and Latin languages, not exceeding ten letters, 1898.

(3) The Telegraph Cyphers with terminational order, 40,000 Dutch words not exceeding ten letters, etc., 1886.

(4) Verbs, Latin language, 68,400 words not exceeding ten letters, 1884.

(5) Telegraph Cyphers with terminational order ; 53,000 English words not exceeding ten letters, 1891.

(6) Telegraph Cyphers with terminational order, final revised edition, 42,600 German words not exceeding ten letters, 1880.

W. CLAUSON-THUE.—A. I. Universal Commercial Electric Telegraphic Code specially adapted for the use of financiers, merchants, etc., 1888.

A. B. C. Universal Commercial Electric Telegraphic Code, specially adapted for the use of financiers, etc., fourth edition, 1883, (La 5e édition ne nous a pas été transmise et n'a paru qu' aprés l'achèvement du Nouveau Vocabulaire Officiel).

MURRAY.—Insurance and Maritime Telegraphic Code (Murray's Code) for the use of merchants, ship-owners and underwriters, 2d. ed.

S. SCOTT.—The shipowners Telegraphic Code (original compiled by the late E. B. Scott) Ninth edition enlarged and revised by S. Scott, 1896. (Probablement une édition, revisée de celle de, 1885).

AGER.—The Standard Telegram Code of 100,000 words, 1879-1883 The extra Code of 10,250 words, 1887.

CASSELL & Co., LD. UNICODE.—The Universal Telegraphic Phrase Book, 9th Ed., 1894. Les indications fournies par quelques maisons n'etant pas assez précises, nous croyons utile d'ajouter les renseignements complémentaires ci-après.

WHITELAW.—Le code de 335,700 mots représente la refonte générale des codes séparés des langues anglaise, allemande, latine, etc., qui ont été insères dans le Nouveau Vocabulaire le code de 25,000 mots anglais de 1879 a été incorpore dans la liste de 53,000 mots de 1891. A ces 335,700, sont venus s'ajouter les 64,300 mots d'un supplement manuscrit, qui ont servi á completer l'edition de 400,000 mots, les quels sont ainsi tous compris dans le Nouveau Vocabulaire Officiel.

AGER.—En dehors des deux codes sus-indiques, les autres ouvrages ci-après du Dr. Ager ont ete aussi insérés dans le Nouveau Vocabulaire Officiel.

The Simplex Standard Telegram Code of 205,500 words, 1893.

The Duplex Combination Standard Telegram Code of 150,000 words, 1886.

The Duplex Extension Standard Telegram Code of 45,000 words 1887.

Ager's Telegraphic Primer or Skeleton Telegram Code, 1880. L'International Vocabulary, les Meyer's Cotton et Meyer's Atlantic Cotton code et le Lloyds Code nous sont inconnus mais ils pourraient être respectivement indentiques avec les suivants dont les mots ont été inseres dans le Nouveau Vocabulaire Officiel.

TURNER, ROUTLEDGE & Co.—International Telegraphic Code, 1880.

H. R. MEYER.—The Liverpool Cotton Telegraph Code, Edition A, 1882.

LLOYD & LLOYD.—Albion Tube Works, Birmingham.

N.B.—Nous devon faire expressement faire remarquer ici que tous ces codes ont eté soumis á une revision, et que nous n'en avons inséré dans le Nouveau Vocabulaire Officiel que les mots reconnus grammaticalement corrects et conformes aux dispositions du Règlement de service télègraphiques international. Les mots inexacts ont été communiqués aux auteurs ou éditeurs pour leur fournir le moyen de mettre leurs ouvrages en concordance avec le Nouveau Vocabulaire Officiel.

II. Codes employés par les membres de la Chambre du Commerce de Bombay dont les mots ont été tirés du Vocabulaire Officiel de 1894.

B. FRANKLIN LIEBER.—Lieber's Standard Telegraphic Code, 1898 (L' indication Leiber n'est probablement qu'une altération de Lieber).

ED. B. BROOMHALL.—Broomhall's Comprehensive Cypher Code, 1901.

III. Codes employés par les membres de la Chambre du Commerce de Bombay qui n'ont pas ete communiques au Bureau international pour èté insérés dans le Nouveau Vocabulaire Officiel.

WATKIN'S CODE.

Shepperson Cotton Code, 1881 (Standard Telegraphic Cyphers Code).

Western Union Code.

Wilson & Co., Madras, Private Code.

Private Code Delta Compiled for use of correspondents of Messrs. Praschkane & Co., London.

The simplex Standard Telegram Code 100,000 words.

Comtelburo Code for Market Telegram.

Premier Cypher Telegraphic Code (Peut-etre indentique avec Ager's Telegraphic Premier or Skeleton Telegram Code, 1880) et 100,000 words. Supplement to the Premier Code.

Telegraphic Cypher Code of Lehman Brothers, New York.

Wichelein's Telegraphic Code for the International Trade.

Berne's A. I. Code.

International Mercantile Telegraph Code.

Hozier's Duplex Code.

Turner & Morrison Firm's Private Code.

CHAMBER OF COMMERCE,

BOMBAY, 15th January 1903.

THE DIRECTOR-GENERAL OF TELEGRAPHS, CALCUTTA.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 7308-T., dated the 8th current, enclosing copy of a letter with which the Director of the International Bureau of Telegraphic Administrations at Berne, under date 27th November last, forwarded a list of those Codes used by members of this Chamber, of which the words had been included in the New Official Vocabulary.

2. The Committee have considered that list with care, but they desire me to point out that nothing therein, or in the letter that accompanies it, gives any assurance of the acceptance of the principle for which this Chamber has throughout contended—namely, that no inflexion of a known word, so long as it does not exceed the limit of ten characters, shall be excluded.

3. On the contrary, it is expressly stated in the Note to the Lloyd and Lloyd Code that the New Official Vocabulary includes only those words that are recognised as grammatically correct and in conformity with the requirements of the Service Regulations. It is added that the words cut out have been communicated to the authors and publishers concerned, in order that they may have an opportunity of bringing their words into line with the Vocabulary.

It is thus proposed to mutilate existing codes on purely academic grounds by the excision of such inflexions of known words as have received the practical sanction of telegraphic usage for years. Such excision will entail the discarding of existing codes, the purchase of new editions, and the elaboration of new private codes founded thereon.

4. My Committee desire once more to submit that any such procedure is purely wasteful and that the Indian and British Delegates at the London Conference should be charged to oppose the adoption of the Vocabulary absolutely, pending the acceptance of some such logical principle as has been proposed in the previous letters of this Chamber.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE AND MANUFACTURES,
(Incorporated by Royal Charter, 1783),
GLASGOW, 16th January 1903.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

Berne Vocabulary for Code Telegrams.

DEAR SIR,—I am to acknowledge receipt of your communication of 15th November last, with copy of correspondence passing between your Chamber and the Director-General of Telegraphs to the Government of India, regarding defects in the New Official Telegraph Code Vocabulary in preparation by the International Bureau of Telegraph Administrations at Berne, and to inform you that the Directors of this Chamber have consistently and repeatedly, since 1896, made representations as to the unsatisfactory nature of this compilation, and especially against its being made compulsory for code users. In the meantime I am to assure you of the fullest sympathy of my Directors with your Chamber in the matter.

In view of the International Telegraph Conference to be held in London on the 26th of May next, the Directors of this Chamber have the matter under remit, and will probably, on report by their Committee, make a further representation, of which I shall have pleasure in advising you.—I am, &c.,

WILLIAM H. HILL, Secretary.

THE CHAMBER OF COMMERCE,
BOMBAY, 29th January 1903.

THE SECRETARIES, CHAMBERS OF COMMERCE IN INDIA AND EUROPE.

DEAR SIRS,—In continuation of previous correspondence, I am directed to hand you copy of a further communication addressed

by the Bombay Chamber of Commerce to the Director-General of Telegraphs in India on the subject of the New Official Code Vocabulary.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 7836-T.

From THE DIRECTOR-GENERAL OF TELEGRAPHS,

To THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

CALCUTTA, the 30th January 1903.

SIR,—In acknowledging the receipt of your letter, dated the 15th of January 1903, requesting that the Indian and British Delegates at the next London Conference should be instructed to oppose the adoption of the Official Vocabulary absolutely pending the acceptance of certain principles, I have the honour to refer you to paragraph 2 of this office letter No. 6584-T., dated the 4th of December 1902.—I have, &c.,

A. B. LARKINS, *for* Director-General of Telegraphs.

THE CHAMBER OF COMMERCE,

LEITH, 16th February 1903.

FREDERICK NOEL-PATON, Esq., SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—I have to thank you for your favour of 29th ultimo, enclosing copy of a further communication addressed by your Chamber to the Director-General of Telegraphs in India, on the subject of the New Official Code Vocabulary, tenor of which I duly note.

Since writing you on 4th December last, I have, by instructions of my Directors, given notice of the annexed Resolution be moved on behalf of this Chamber at the Annual Meeting of the Association of Chambers of Commerce of the United Kingdom, to be held in London, 3rd, 4th, and 5th March next.—Yours, &c.,

D. W. BEATTIE, Secretary.

Association of Chambers of Commerce of the United Kingdom.

ANNUAL MEETING IN LONDON ON 3RD, 4TH AND 5TH MARCH.

Resolution to be proposed by the Leith Chamber of Commerce *re* Official Vocabulary for Code Telegrams—

"That this Association learns with regret of the enormous amount of labour, which is being expended by the International Bureau of Telegraph Administrations at Berne, in the preparation of an Official Vocabulary for Code Telegrams, being of opinion that such a Vocabulary will not fulfil the purpose it is intended to serve, and if made compulsory, as proposed, will prove injurious both to the users of code telegraphy and to the interests of the telegraph companies.

"That the Executive Council be requested to present a Memorial to H. M. Government, urging them to instruct their Delegate to the forthcoming International Telegraph Conference, to be held in London, to oppose any ordinance making the adoption of the Vocabulary compulsory."

CHAMBER OF COMMERCE,
BOMBAY, 27th March 1903.

TO THE EDITOR OF—

The Times, The Liverpool Daily Post, The Manchester Guardian, The Economist, The Glasgow Herald, The Daily News, The Standard, The Scotsman.

SIR,—The reports of the recent proceedings of certain Chambers of Commerce in the United Kingdom contain evidence that the Commercial Public at home is not fully informed as to the forthcoming Telegraph Conference to be held in London in May, and as to the importance of certain matters to be then considered. I am therefore directed by the Committee of the Bombay Chamber of Commerce to beg that you will allow them through your columns to direct the attention of all business men concerned with external trade to the fact that an International Agreement as to the compulsory adoption of a New Official Vocabulary of Code Words for Telegraphic purposes is to be considered at the said Conference; and that such adoption, if resolved upon, will cause very serious and gratuitous inconvenience to trade.

To sketch the history of the Vocabulary that is now being elaborated by the International Bureau of Telegraph Administrations at Berne would be to forfeit the hospitality of your columns. For the same reason, it is impossible to expose at length the various defects found to exist in the new edition of the Vocabulary. But my Committee, as a body of business men addressing themselves to business men, desire to assert plainly that the present position portends the virtual destruction of many of the mercantile codes in the preparation of which infinite labour and expense have been incurred, and which have under the existing regulations been adapted to the practical requirements of commerce. They beg therefore that all business men in any way concerned in the use of the telegraph for trade purposes will investigate the matter and ascertain for themselves whether the following assertions are true—

(*a*) The Vocabulary is being prepared mainly in the interests of the telegraph departments, and without apparent regard to the infinitely greater interests of trade.

(*b*) No word not included in the Vocabulary, whether it has in practice been found good and whether it has been omitted through accident, will be recognised for use in code telegrams.

(*c*) The words at present included in the Vocabulary have apparently been selected on no logical principle. It has been elicited from the International Bureau at Berne that archaism is no bar to a word; but on the other hand they have pretended to test the comprehensiveness of their work by comparison with certain modern dictionaries which do not, professedly or in fact, include all admissible archaisms or inflexions of known words in a particular language.

(*d*) Consequently there are omitted from the Vocabulary many words admissible under the present Service Regulation No. VIII, any one of which may appear in a number of existing mercantile codes which have been found to work satisfactorily. In the first five columns of specimen page

No. 791 sent out with the prospectus no less than 41 such words from the English language alone are omitted.

(*e*) All codes so mutilated by disqualification of some of their words will be thrown out of gear, and throughout the civilized world merchants will be forced to purchase new editions, prepare new codes and modify their practice.

(*f*) The aggregate of inconvenience and expense so caused will greatly exceed that experienced by the Telegraph Administrations under present conditions, and will greatly exceed that which would attend a postponement of the whole question until the Vocabulary shall have been prepared and perfected in accordance with some reasonable principle.

My Committee have for years maintained an unqualified opposition to the Vocabulary in question. They have now asked the Government of India to instruct its delegate to their forthcoming Conference to oppose any ordinance making its adoption compulsory and to demand—

(1) That the Vocabulary, if proceeded with, shall include and recognise every inflection, archaic or otherwise, of every known word subject to the limit of ten characters;

(2) That the inflections to be recognised in each language be declared, and that no word being one of these inflections shall be disallowed;

(3) That no word that has once been included—whether it be such an inflection or not—shall be thereafter eliminated;

(4) That no publication of the Vocabulary for any purpose be attempted until a measure of perfection justifying finality has been attained.

It is hoped that, since the Telegraph Conference will meet in London in a few weeks, business men will take action in the matter at once.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

UNIONE DELLE CAMERE DI COMMERCIO,
ROME, 7th April 1903.

TO THE PRESIDENT OF THE CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—Yours of the 29th January past, and enclosed communication addressed by the Bombay Chamber of Commerce to the Director-General of the Telegraphs in India on the subject of the New Official Code Vocabulary duly at hand and for them both hearty thanks.

The Union of the Italian Chambers of Commerce, as your honour may see by the enclosed paper, is of the same order of ideas, in the abovementioned subject, and has just directed to the Italian Government a petition asking earnestly they will oppose—by the means of their Delegate in the forthcoming International Conference to be held in London—to the compulsory and exclusive use of the Official Vocabulary of Berne.—Yours, &c.,

SABBATINE, *for* The President.

UNIONE DELLE CAMERE DI COMMERCIO,
ROME, 29th April 1903.

TO THE PRESIDENT OF THE CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—In answer to your letter of the 25th March last, and as by previous communication, I wish to state to you that the Union of the Italian Chambers of Commerce has not failed in calling the attention of the Italian Government on the inconvenience which would certainly arise in forcing into use the Telegraphic Code of Berne.

Nevertheless the Italian Government declare the abovesaid Code may be put into use and made compulsory with no inconvenience on the following considerations:—

"I—Because it contains the words of 218 private Codes of the conventional language (which have been sent to Berne and are amongst the principal ones on the world) which are composed of 10 letters and are true words and not mutilated ones;

II.—Because it contains the proper names which exist in the private Codes and Vocabularies, except those of Continents, States and principal Towns, which can cause a misdirection of the telegrams themselves;

III.—Because it contains no more the enumeration of the words and it cannot be used, as heretofore, as a conventional Code in itself, avoiding any trespass upon the interest of the Editors themselves.

IV.—Because it allows the use, as before, of the principal Codes already in usage—with very few corrections or additions—as the words to be omitted have been recognised erroneous by the Editors themselves, to whom the International Office pointed them out before they excluded the same from the new International Code of the conventional language."

The Italian Administration being in this same order of ideas—I doubt whether the wishes expressed by the Trade of which the Union of the Italian Chambers of Commerce is the interpreter,—may have any satisfactory result.—Yours, &c.,

SABBATINE,
for The President.

[*Précis of letter signed by* 78 *German Chambers of Commerce and addressed to the German Postmaster-General under date* 11*th May* 1903.]

Reviews the objections to the Official Code Vocabulary very much on the lines followed by this Chamber: Points to the omission of words present in existing Codes, the difficulty of restoring in their proper places words that have been omitted and dwells upon the cost and trouble of revising and replacing codes now in use. States that the commercial world is accustomed to the existing codes, has adapted itself to their use, and recognises no need for a vocabulary of the kind proposed. Alludes to the unanimity of Chambers of Commerce throughtout the world on this point and refers to the Resolution (as worded by this Chamber) which was passed this year by the Association of Chambers of Commerce in London. Urges that the German Government should oppose the appointment of any date for the compulsory adoption of the Vocabulary, and even suggests re-consideration of the Resolution of the Budapest Conference of 1896.

APPENDIX LL.

TELEGRAPHS.

INLAND TELEGRAMS—CHANGES OF RATES BY GOVERNMENT.

BOMBAY, 29th January 1903.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—We observe in to-day's *Bombay Gazette* that the Bengal Chamber has made certain recommendations to Government in regard to the reduction in charges on Inland Telegrams and among these, we notice, it is suggested, that four words only in the address should be sent free of charge.

In our opinion this latter recommendation is likely to seriously affect the popularity of the "deferred" message system, for, with the existing staff of the Telegraph Department in mofussil stations, it will be imperative to ensure the prompt delivery of messages to give something more than the bare name of the recipient and the station, and if this is found necessary then the charge for a deferred message will be ultimately greater than it is at present.

In large military centres, where many officers of the same name are to be found, in the case of small mofussil stations where the district also must be given, and more especially in the case of native addresses, a free allowance of four words for the addresses will certainly be found insufficient, and we trust, therefore, that the Bombay Chamber will either recommend that the present system of free addresses be adhered to or that the free allowance of words be increased to at least eight words.—We are, &c.,

KING, KING & CO.

CHAMBER OF COMMERCE,
BOMBAY, 10th February 1903.

THE DIRECTOR-GENERAL OF TELEGRAPHS, CALCUTTA.

SIR,—On the publication of the last Administration Report of the Telegraph Department, the Committee of the Bombay Chamber of Commerce considered the expediency of addressing Government

with a view to procuring a reduction in the charges made for Inland Telegrams; but it was realised that in the present position of the various classes of telegram, any substantial reduction in the charges would almost inevitably have as its corollary the abolition of one or other of the classes. It was recognised that the notable improvement in the expedition of the Deferred Class was in a sense equivalent to a reduction of rates, seeing that for the Deferred Charge the public now receive practically the same service as was formerly paid for on the Ordinary scale. The tendency of such acceleration is towards the gradual elimination of one or other of the three classes; and it is not improbable that the retention of all three classes for a time would furnish the clearest indication as to which class might best be dispensed with. It has been recommended by the Bengal Chamber of Commerce that the class to be dispensed with should be the Ordinary Class, but that the minimum charge for the Urgent Class should be reduced from Rs. 2 to Re. 1. It appears to my Committee that this dual change would in effect abolish, not the Ordinary Class as proposed, but the Urgent Class. The latter would be retained only in name; for it is essentially a class of privileged telegrams protected from competition by a very substantial difference of charge; and my Committee consider it to be of very great importance to trade that it should be possible to insure by some such charge the immediate despatch and delivery of messages on which very large sums of money may depend. But such security demands that the charge should be high, not only relatively as compared with the charges in the other classes, but absolutely and in relation to the interests commonly involved in the delivery of telegrams. In short the charge must be high enough to deter the body of the public from incurring it with frequency; and my Committee are unable to avoid the conclusion that it would be positively undesirable that such charge should be reduced to a minimum of one rupee. They believe that the real tendency of the present development is towards the elimination of the intermediate or Ordinary Class, and they conceive that this can best be given effect to by the substantive abolition of that class and by the retention and continued development of the Deferred Class with a charge of eight annas as before, and of the Urgent Class with a minimum of at least Re. 1-8-0, the number of words sent for such minimum in each class to be sixteen words including the address. It is believed that the present rule whereby no restriction is put upon

the number of words to be used in the address conduces to quite unnecessary prolixity in this respect, and that if persons using the telegraph were taught to exercise reasonable moderation in the matter, the Department would find a very substantial reduction in the number of words telegraphed by it for a given payment, and this without incurring trouble from failure to deliver messages insufficiently directed. This is the form which the Committee of the Bombay Chamber of Commerce would prefer to see taken by those concessions which the prosperous position of the Telegraph Department appears to warrant; and they think that since the word "Deferred" defines more clearly than the word "Ordinary" the relation in which the class so named stands to the class from which it is so distinguished, the former word is the better of the two.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 10th February 1903.

MESSRS. KING, KING & Co., BOMBAY.

Indian Telegram Rates.

DEAR SIRS,—I am directed to acknowledge the receipt of your letter of the 29th ultimo, and to say that the Committee of the Chamber have addressed the Director-General of Telegraphs on the above subject.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 8961-T.

From THE DIRECTOR-GENERAL OF TELEGRAPHS,

To THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

CALCUTTA, 20th February 1903.

SIR,—I have the honour to acknowledge the receipt of your letter, dated the 10th of February 1903, and to inform you that the subjects therein referred to will be duly considered.—I have, &c.,

A. B. LARKINS, *for* Director-General of Telegraphs.

No. 1621 C. W.—T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

TELEGRAPH.

RESOLUTION.

CALCUTTA, the 2nd December 1903.

Revision of the Indian Inland Telegraph Tariff.

Under the orders contained in Public Works Department Resolution No. 410—442-T., dated the 14th November 1881, the following tariff was introduced for Inland Telegrams from the 1st January 1882:—

Class.	Unit No. of words.	Unit rate.	Each additional word.	Address.
		Rs. a. p.	Rs. a. p.	
Local messages... ... ... (*i.e.*, messages for transmission within a radius of 6 miles from a Central Telegraph Office.)	8	0 4 0	...,...	Free.
Urgent messages	8	2 0 0	0 4 0	„
Ordinary „	8	1 0 0	0 2 0	„
Deferred „ ... ... (to be delivered on the following morning, generally by post.)	8	0 8 0	0 1 0	„

Press Messages.

Class.	Unit No. of words.	Unit rate.	Each additional 4 words.	Address.
		Rs. a. p.	Rs. a. p.	
Urgent	32	2 0 0	0 4 0	Free.
Ordinary	32	1 0 0	0 2 0	„
Deferred	32	0 8 0	0 1 0	„

2. In consequence of the rapid extension of telephonic communications the special tariff for local messages was discontinued from the 1st July 1886.

3. Since 1892 the Government of India have at different times had under consideration numerous proposals for a reduction of the tariff and for offering increased facilities for telegraphic communication, but until recently the state of the Imperial finances precluded the acceptance of the capital expenditure necessary to cope with the increased traffic expected or the immediate loss of revenue involved.

As a first step towards the realisation of the scheme, the system of delivery of deferred messages by messengers between daybreak and 9 p.m. was introduced from the 1st April 1897.

The question of reduction of the rates has, however, occupied the attention of the Government of India, and His Excellency the Governor-General in Council has now been pleased to direct that the Inland Telegraph Tariff shall be revised on the following scale. The existing classification will be adhered to, for the present, except in respect of press messages which will be classed as "Ordinary" and "Deferred" under the new rates, but will receive the privilege of the next higher class as regards priority of transmission :—

Private and State Messages.

Class.	Unit No. of words.	Unit rate.	Each additional word.	Address.
		Rs. a. p.	Rs. a. p.	
Urgent	16	2 0 0	0 4 0	To be charged for.
Ordinary	16	1 0 0	0 2 0	Do.
Deferred	4	0 4 0	0 1 0	Six words free.

Press Messages.

Class.	Unit No. of words.	Unit rate.	Each additional 6 words.	Address.
		Rs. a. p.	Rs. a. p.	
Ordinary	48	1 0 0	0 2 0	To be charged for.
Deferred	48	0 8 0	0 1 0	Six words free.

For multiple press messages, a single charge at the above rates will be made for the first addressee, and a copying fee of four annas per 100 words or fraction thereof will be charged for each addressee after the first, whether he is in the same town or not.

4. The main features of the revised tariff are the abolition or restriction of the present uneconomical free address and the introduction of a 4-anna deferred telegram.

The concession to the senders of urgent and ordinary messages will be found in the additional words which can be put into the text of a message at the unit charge by the limitation of the words in the address, an advantage which will be especially appreciated by those who employ registered addresses, while the introduction of a 4-anna deferred telegram will bring the use of the telegraph within the reach of a far wider class than has hitherto enjoyed it.

The concession to the press is considerable, as the charge for a message will be greatly reduced, six words being sent for the charge now made for four, and multiple messages being delivered at any town for a copying fee only.

5. The revised tariff and the rules relating thereto will come into force on and from the 1st January 1904. They are published in Public Works Department Notification No. 442-Telegraphs, dated 2nd December 1903.

ORDER.—Ordered that this Resolution be communicated to the Director-General of Telegraphs for information and guidance, and to the Foreign, Finance and Commerce, Home, Legislative, Military and Revenue and Agricultural Departments, to the Local Governments and Administrations noted on the margin, and to the Chambers of Commerce in Bengal, Madras, Bombay, Rangoon, Karachi and Upper India, for information. Also that it be published in Part I of the *Gazette of India* for general information.

The Governments of Madras and Bombay, Public Works Department, General and Railway Branches.
The Governments of Bengal, the United Provinces of Agra and Oudh and the Punjab, Public Works Department.
The Government of Burma, Public Works Department, General and Railway Branches.
The Honourable the Chief Commissioners of the Central Provinces, Assam and Coorg.
The Honourable the Resident at Hyderabad.
The Honourable the Agents to the Governor-General for Central India, Rajputana and Baluchistan.
The Honourable the Agent to the Governor-General and Chief Commissioner, North-West Frontier Province.
The Accountant-General, Public Works Department.
The Director-General of Military Works.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.
The Managers, North-Western, Oudh and Rohilkhand and Eastern Bengal State Railways.

SIDNEY PRESTON, Secretary to the Government of India.

APPENDIX MM.

TELEGRAPHS.

Refunds of Repetition Messages.

Chamber of Commerce,

Bombay, 10th January 1903.

The Director-General of Telegraphs, Calcutta.

Sir,—Representations are from time to time made to the Committee on the subject of the cumbrous procedure ordained for the refund of charges paid for the repetition of telegrams mutilated in transit. At present all such refunds are referred to the Check Office in Calcutta and the delay attending this system is a source of much inconvenience. Indeed, cases are believed to have occurred in which persons having a claim for refund of repetition charges have left Bombay before such refund could be obtained. Considering the importance of this City, the number of messages despatched from and received in it, and the simplicity of the issues on which the question of refund or retention of repetition charges depends, my Committee believe that arrangements could without trouble be made by the Telegraph Department whereby these questions should be decided on the spot and refund made without delay. Under their instructions I have therefore the honour to beg that you will give the matter your consideration and let them know whether there are any real objections to such a reform.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 8130-T.

Calcutta, the 10th of February 1903.

From The Director-General of Telegraphs,

To the Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to your letter, dated the 10th of January 1903, I have the honour to inform you that the question of arranging for the local refund of charges paid for the repetition of

foreign telegrams mutilated in transit is now under consideration, and it is hoped that shortly this Department will be in a position to meet the wishes of the Committee of your Chamber to a great extent.—I have, &c.,

T. D. BERRINGTON, *for* Director-General of Telegraphs.

No. 551-T.

CALCUTTA, 29th April 1903.

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—I have the honour to inform you the Director-General of Telegraphs has decided that at certain centres of foreign traffic, *viz.*, Calcutta, Bombay, Madras, Karachi and Rangoon refunds due on repetition messages may, in future, be made locally at the Central Office, provided that an application is handed in within three days of the date of issue of the correction memo. (specimen attached). Later applications must be made as hitherto to the Superintendent, Check Office, Calcutta. I beg that you will make this generally known amongst the mercantile community in Bombay, and inform those concerned that if they will adopt Form A (specimen attached) when applying for a refund and will present it accompanied by the documents mentioned therein, a cash refund will be made at once.

2. The new procedure will come into force on the 1st June 1903. —I have, &c.,

T. D. BERRINGTON, *for* Director, Traffic Branch.

APPENDIX NN.

TELEPHONE SERVICE IN BOMBAY.

CEYLON CHAMBER OF COMMERCE,
COLOMBO, 20th February 1903.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

DEAR SIR,—I am directed by my Committee to ask you to be good enough to supply them with as full details as possible connected with your Telephone Service and its general working.

I am to enquire first, what is the annual subscription to the Telephone Exchange? Secondly, what is the annual subscription to a private Telephone?

(3) *a*.—Between what hours are the Telephone operators at their post?

b.—Have you a Night Service?

c.—Have you a Sunday Service?

d.—What is the extra charge for these?

(4). Does your Service extend beyond the Municipal limits of Bombay? If so what is the longest distance reached and what is the extra charge made?

I shall be much obliged if you will favour me with replies to the above queries, and with any other information which you may be able to afford, including perhaps your Government regulations on the subject. The limited use of the Telephone in this Town is a source of much dissatisfaction to a large number of the mercantile community and others.

Thanking you in anticipation.—I am, &c.,

E. SIMSON, *for* Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 6th March 1903.

THE SECRETARY, CEYLON CHAMBER OF COMMERCE, COLOMBO.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 20th ultimo, on the subject of the Telephone Service in this City and to reply to your questions as follows :—

The Service is in the hands of the Bombay Telephone Company, Limited, who hold a license from the Telegraph Department. The policy of this Department now is not to compete with the Company, and applicants for private wires are referred to the Company. The Department undertake Telephone Service only for Government purposes, *i.e.*, Military, Post Office, Rifle Ranges, &c.

The Company have to give notice to the Telegraph Department at least seven days before establishing connection for a subscriber, and in doing so must give the name, address and occupation of the subscriber, must state the route to be followed and must apply for sanction, seeing that they are bound to avoid interference with the erection of any Telegraph posts or wires.

The Company pay Royalties at the rate of "five per cent. of "the gross amount of every sum of money paid to them as rent "&c., &c.," when situated within the limits specified in the particular license. The Royalty in respect of lines beyond those limits is six per cent.

The Company's lines extend outside Municipal limits and cover a distance of some fourteen miles or more. The same Company has an exchange in Ahmedabad but this is not connected with Bombay.

The rates of subscription are as follows :—

Mercantile Firms, Joint Stock Companies, Banks, Brokers, Clubs, Shops, &c.	Rs.	200	per annum.
Mills.....	„	250	„ „
Private Residences	„	110	„ „
Private Wires, *i.e.*, between 2 places, according to distance :—			
Under half a mile.....	„	100	„ „
Above ½ mile and under 1 mile	„	150	„ „
Above 1 mile and up to 2 miles.....	„	200 to Rs. 250,	

per annum according to circumstances.

There is a continuous service, operators being on duty both at night and on Sundays. The above charges cover both Sunday and night service.

I hope this information comprises what your Committee require. If not please let me know and my Committee will, I am sure, be glad to reply upon any particular point.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

CEYLON CHAMBER OF COMMERCE,

COLOMBO, 19th March 1903.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

Telephone Service.

DEAR SIR,—I am directed by my Committee to acknowledge receipt of your letter of 6th instant on the above subject, and to thank you for providing them with such full information which will be of great service to them.—I am, &c.,

FRED. W. WALDOCH, Secretary.

No. 3462.

CALCUTTA, the 23rd of May 1903.

From THE DIRECTOR-GENERAL OF TELEGRAPHS,

To THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—I have the honour to reproduce in the margin an enquiry made of this Department by the Postmaster-General and Director of Telegraphs, Ceylon, and to request you will favour me with a reply to the same so far as Bombay is concerned.

8. The Chamber of Commerce state that in Calcutta, Bombay and Madras, the Oriental Telephone Company gives satisfaction to its subscribers, and I should like to know whether this statement is borne out by facts.

2. The Chamber of Commerce referred to is that at Colombo, and the information is required to enable the Postmaster-General and Director of Telegraphs, Ceylon, to submit a report to the Government of Ceylon on certain representations made to that Government by the Colombo Chamber of Commerce as to the alleged inefficiency of the Government telephone service in that Island.—I have, &c.,

A. B. LARKINS, Deputy Director-General of Telegraphs.

CHAMBER OF COMMERCE,
BOMBAY, 18th June 1903.

THE DIRECTOR-GENERAL OF TELEGRAPHS, CALCUTTA.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 3462 of the 23rd ultimo, in which you embody an inquiry from the Postmaster-General and Director of Telegraphs, Ceylon, as to whether the Telephone Service in Bombay gives satisfaction to its subscribers. The Committee have given the matter their careful consideration, and I am to say that they are only prepared to give a very qualified assent to the statement that the service gives satisfaction. It is on the whole a great convenience to the subscribers, but, in many directions, the Committee think many improvements are possible. Not being able to compare the Ceylon Service with that of Bombay, the Committee are unable to say whether the improvements they have in mind exist in Ceylon or not, but in the direction of rapid connection and disconnection, more modern instruments, etc., the Committee are confident improvement is possible in the Service in this City.—I have, &c.,

C. J. MICHAEL, Asst. Secretary.

APPENDIX OO.

NEW MAIL CONTRACT.

CHAMBER OF COMMERCE,
BOMBAY, 1st July 1903.

THE SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF FINANCE AND COMMERCE,
Simla.

SIR,—A few weeks ago when one of the Committee of the Bombay Chamber of Commerce (Mr. Marshall Reid, C.I.E.) was in Simla, occasion was taken to represent through him the views of this Chamber on the subject of the New Mail Contract. Briefly this Committee had the honour to recommend an acceleration of three days on the present contract.

2. The timing for the present contract is 302 hours between Brindisi and Bombay (*i.e.*, 3,900 nautical miles, excluding the Suez Canal), and this, allowing twenty hours for the Canal and Aden, works out about 14 knots per hour. The service is generally spoken of as one of 14½ knots, and the Committee think it indisputable that at this date such a speed is entirely inadequate.

3. Looking to the speed of modern steamers, the Committee submit that an 18½ knot service, with an effective speed of about 18 knots, is perfectly attainable. Such a speed would give an acceleration of 72 hours on the present service, and my Committee desire to urge that steps be taken to realise what would be a substantial improvement on existing conditions.

4. The Committee recognise that such a speed as they here propose would probably be impracticable with any existing fleet likely to tender. A certain number of swift vessels would have to be built. Pending their construction, the desired speed might be unattainable ; and a short period contract probably does not afford sufficient scope for the profitable development of such speed. The Committee would, therefore, respectfully recommend that Government might fitly consider the expediency of extending the period of the next contract from seven to fifteen years, stipulating for an acceleration of 48 hours during the first three years, and a further acceleration of 24 hours during the remainder of the period. It was shown before the Select Committee on Steamship Subsidies

that foreign Governments give mail contracts for fifteen years or more ; and although the Committee do not conclude from this alone that the practice is necessarily a sound one, it is thought probable that it is founded to some extent on the practical consideration which the Committee have the honour to advocate in the present instance. And my Committee believe that a better service for a given sum could be obtained if the holders of a mail contract were given a longer period in which to keep their service profitably abreast of the day.

5. The Committee have read with interest the particulars given before the Select Committee on Steamship Subsidies regarding the contribution made by India and by the Colonies respectively towards the present mail subsidy. And on this subject they would only say that in view of the supreme importance of Imperial communications, which receives fresh demonstration every year, it would not be out of place that the Government of India should in the future be even more generous in this respect than they have been in the past.

6. The question of days of departure and arrival both in India and in England has been gone into very fully by my Committee, and time-tables based on various speeds have been worked out and considered. The Committee, being aware that such details must be affected by factors which it does not lie in their province to represent, abstain from burdening the present communication with them, and instruct me to confine myself to a statement of the broad conclusion issuing from them. This conclusion is that a departure from Bombay on Friday or Saturday remains the most suitable for India as a whole, and that a departure on Sunday or Monday would be most undesirable.

7. The Committee have no reason to think that any other Mediterranean port should be preferred to Brindisi as the European port of arrival and departure ; but whatever port be chosen my Committee would ask leave to suggest that stipulation should be made for such a train service between that port and Calais as would give a uniform speed of not less than 40 miles an hour including stoppages.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
4th July 1903.

THE SECRETARY TO GOVERNMENT, GENERAL DEPARTMENT, BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commérce, I have the honour to forward herewith a copy of a letter addressed by them to the Government of India on the subject of the New Mail Contract.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 4115-S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, the 8th July 1903.

From R. A. MANT, ESQ., I.C.S., UNDER-SECRETARY TO THE GOVERNMENT OF INDIA,

To THE CHAIRMAN OF THE CHAMBER OF COMMERCE, BOMBAY.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 1st July 1903, regarding the new contract for the Eastern Mail Service, and to say that it will be submitted for the consideration of the Government of India.—I have, &c.,

R. A. MANT, Under Secretary to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, 4th July 1903.

THE SECRETARY, BENGAL CHAMBER OF COMMERCE, CALCUTTA.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to forward, for your information, copy of a letter which they have addressed to the Government of India on the subject of the New Mail Contract.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

(Similar letters to Chamber of Commerce, Madras and Karachi.)

UPPER INDIA CHAMBER of COMMERCE,
CAWNPORE, 6th July 1903.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—I am directed to enquire whether your Chamber proposes taking any action in connection with the question of the contract for the conveyance of the Mails between Great Britain and India, which my Committee understand is now being made the subject of consideration by a special Committee at Home.

My Committee believe that the Indian Government is not represented on this Committee, and looking to the capital importance of the terms of the contract to this Empire, they consider it is a matter on which the Government of India should have an opportunity of expressing its opinion.

It has been suggested that in the interests of Indian trade and the Public generally, the contract should not be renewed for a longer period than four years, in view of the rapid progress which is being made in steamship services and the acceleration in speeds, which the forces of competition are likely to bring about within the next few years.

If a contract is concluded for the usual period of 10 years, the efficiency of the service will presumably be governed by the average speed of the P. & O. Fleet as it now exists, or in any case, present day speeds.

Without the inducement which the Mail subsidy offers, it is doubtful if the passenger service between Great Britain and India is sufficiently important to induce competition from the largest steamer Companies, and Indian travellers would, therefore, be limited for a long term of years to the speed which Government might at the present day consider to be sufficient for the carriage of the Mails.—I have, &c.,

A. SHAKESPEAR, Assistant Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 15th July 1903.

THE SECRETARY, UPPER INDIA CHAMBER OF COMMERCE, CAWNPORE.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 6th July, received on the 9th instant, and to hand you

a copy of the representation addressed by the Bombay Chamber of Commerce to the Government of India on the subject of the New Mail contract.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 1102—1903.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 29th July 1903.

FROM THE ACTING SECRETARY, BENGAL CHAMBER OF COMMERCE,
TO THE SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to address you with reference to the new contract for the carriage of the Mails between the United Kingdom and India.

2. The Committee understand that the present contract with the Peninsular and Oriental Steam Navigation Company provides for transit between Brindisi and Bombay in 302 hours, including the minimum stoppage at Aden of three hours, and the time required for stoppages at Port Said and Suez, and for the passage through the Suez Canal. Taking the Company's estimate of 30 hours for the Canal and stoppages at places other than Aden, the transit period requires a running speed of 14·5 knots per hour. In actual practice twenty-four hours are, the Committee believe, enough for the Suez Canal and for stoppages other than at Aden; and, making this allowance only, the running speed at present does not exceed 14·2 knots per hour.

3. It has been for some time past, and still is the opinion of the Committee, that this rate of speed is altogether inadequate for the needs of the present day; and they consider that a marked acceleration should be stipulated for in the new contract. Under existing arrangements the Mails are timed to arrive at Bombay on the fifteenth day after their despatch from London. In other words, 350 hours, or rather less than $14\frac{3}{4}$ days, are allowed for the transit; that is 48 hours, London to Brindisi, and 302 hours, Brindisi to Bombay. If the actual running speed between Brindisi and Bombay were increased to slightly over 17 knots, and 27 hours only were allowed for the Canal and Aden, Bombay would be reached on the

thirteenth day. Similarly, if the actual running speed were accelerated to about 19¼ knots, and the same allowance of 27 hours were made, Bombay would be reached on the twelfth day. The Committee are without information as to the possibility of sensibly diminishing the time occupied in carrying the Mails from London to Brindisi; and they are also unable to express an opinion as to whether the time allowed for the passage of the Suez Canal and the stoppage at Aden can be reduced below 27 hours. But if appreciable reductions are feasible in both these directions, a twelve days' timing might be attained with a somewhat lower rate of speed than 19¼ knots. The Committee fully recognise the improbability of any of the Steamship Companies who may be expected to tender being able to maintain this latter speed with their existing fleets. New and faster steamers would be required, and time must of course elapse before they could begin to run. Moreover, the cost of a quicker service must necessarily be greater; and an enhanced subsidy might be needed. But a rapid and efficient mail service is, in the opinion of the Committee, of such importance to the Public as fully to justify an increased expenditure on the part of the State.

4. In the general interest the Committee would be disposed strongly to urge the desirability of a twelve days' timing. But, as they have already indicated, they recognise that, even apart from the question of expense, this may be difficult to arrange for at the time when the new contract begins. It should, however, be possible, they venture to think, for a thirteen days' service to be then provided; and for this they earnestly hope that Government will see its way to press. At the same time the further acceleration to a twelve days' service should be, the Committee consider, stipulated for in perhaps the fourth year of the new contract. And, if necessary, the duration of the contract might be extended from seven years, as at present, to a period sufficiently long to encourage the contracting Company to provide the fast steamers which would be required.

5. The Committee do not propose at this stage to go into the question of the most convenient days for the arrival and departure of the mails, or as to the port of arrival and departure in Europe But they trust that they may be permitted to offer a few observations upon these points when the more important provisions of the new contract are determined.—I have, &c.,

H. M. HAYWOOD, Acting Secretary.

No. 388 of 1903.

THE CHAMBER OF COMMERCE,
KARACHI, 17th August 1903.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—I am directed to forward, for the information of your Chamber, copy of a letter, addressed by this Chamber to the Government of India, in the Finance and Commerce Department, on the subject of the new Mail contract.—Yours, etc.,

C. H. CHETHAM, Secretary.

No. 387 OF 1903.

THE CHAMBER OF COMMERCE,
KARACHI, 14th August 1903.

From THE CHAIRMAN, KARACHI CHAMBER OF COMMERCE,
To THE SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE and COMMERCE DEPARTMENT, SIMLA.

SIR,—With reference to the new Mail contract now under consideration of Government, I have the honour to represent the views of this Chamber on the subject, as follows :—

(1) The Chamber are of opinion that the new contract for the conveyance of the Mails between Brindisi and India and *vice versa* should not exceed at the outside a limit of seven years as an extension beyond this period would undoubtedly prejudice any advantage which might ultimately accrue from the continued progress in Steamship Services, and acceleration in speeds, as also probable improvements in railway communication from Karachi inland.

(2) The existing contract with the Peninsular and Oriental Steam Navigation Company, it appears, stipulates for the transit of Mails between Brindisi and Bombay in 302 hours (including stoppages at Port Said, Suez, and Aden and passage through the Canal) giving a running speed of about 14 knots an hour, which appears altogether inadequate, considering the speed of modern steamers and the fact that even now it is not uncommon for the Mail Steamers to arrive in Bombay from Brindisi in 270 hours, or the equivalent of a running speed of 16 knots, delivering the Mails from London in Bombay in 13 days and 6 hours.

The Chamber, therefore, recommend that under the new contract very considerable acceleration be provided. Further it is believed that the time occupied in the conveyance of the Mails between London and Brindisi and the 30 hours now allowed for stoppages and passage through the Canal, is capable of reduction, and the Chamber are of opinion that a regular twelve, or twelve and-a-half days' service between London and Bombay should be practicable.

(3) The Chamber most strongly advocate that the contract should provide for the Mails to be conveyed direct to Karachi, for the following reasons :—

(*a*) Saving in sea voyage, Aden to Karachi, 184 miles, say 12 hours.

(*b*) The Karachi Port Trust are, the Chamber believe, both financially and otherwise in a position to make adequate arrangements to accommodate Mail Steamers alongside a wharf, at any state of the tide.

(*c*) The Chamber understand that the N.-W. Railway would be able to provide mail train service at a through speed of 40 miles an hour, thus placing the whole of the Punjab (including Simla), the United Provinces, and Rajputana at an advantage with regard to receipt of Mails, and Bengal and Calcutta would in all probability be as quickly served *via* Karachi as *via* Bombay.

(*d*) With regard to Bombay and Southern and Central India the despatch of Mail Steamers *via* Karachi would mean a disadvantage at present, but with the scheme "Hyderabad-Sind-Bombay Railway" on the broad-gauge, now sanctioned, completed. Bombay could be served almost as speedily *via* Karachi, as by direct mail steamer sailings to Bombay.

(4) As an alternative, the interests of Karachi, the Punjab, United Provinces and Rajputana, in the opinion of the Chamber, unquestionably warrant the establishment of an Aden-Karachi fast branch service.—I have, etc.,

W. T. O'BRIEN, Chairman.

APPENDIX PP.

CONTRACT FOR THE CARRIAGE OF MAILS IN INDIAN WATERS.

No. C.-16400.

From E. GRAY, ESQ., I.C.S.,

COLLECTOR OF LAND REVENUE, CUSTOMS AND OPIUM,
BOMBAY,

TO THE SECRETARY TO THE CHAMBER OF COMMERCE, BOMBAY.

BOMBAY CUSTOM HOUSE,
22nd December 1902.

SIR,—I have the honour to forward herewith copy of the Government Resolution, General Department, No. 6860, dated the 10th instant, on the subject of Government contract with the B. I. S. N. Company for the conveyance of the Mails in Indian Waters, and to request you to kindly favour me at an early date with the views of your Chamber on the several questions raised in the letter from the Director-General of the Post Office.—I have, &c.,

E. GRAY, Collector of Customs and Opium.

Mails—
Contract with the B. I. S. N Company for the conveyance of the mails in Indian Waters.

No. 6860.

BOMBAY CASTLE,
10th December 1902.

GENERAL DEPARTMENT.

Letter from the Director-General of the Post Office of India, No. 1277-F.P., dated the 27th November 1902 :—

"I have the honour to inform you that the question of the renewal of the existing mail contract with the British India Steam Navigation Company is now under consideration.

"2. The subsidy at present paid to the Company amounts to Rs. 5,05,500* a year, and the following is a statement of the services actually used for the carriage of mails:—

* Rs. 1,500 more is paid by the Ceylon Government, and the existing contract gives the Government of India the right, upon payment of a special additional subsidy at the rate of Rs. 6,000 a year, to use at all times for the conveyance of mails, the fortnightly steamers from Negapatam to Penang and Singapore.

Between India and Burma.

(1) Direct weekly contract service (speed 12 knots) between Calcutta and Rangoon.

(2) Direct weekly contract service (speed 10 knots) between Calcutta and Rangoon.

(3) Direct weekly non-contract service from Calcutta to Rangoon.

(4) Weekly contract service (speed 9 knots) between Calcutta, Chitagong, Akyab, Kyaukphyu and Rangoon (with calls at Sandoway in the fair season).

(5) Direct weekly contract service (speed 11 knots) between Madras and Rangoon.

(6) Weekly contract service (speed 9 knots) between Coconada and Rangoon, calling at the ports on the Coromandel Coast.

Between Burmese Ports.

(7) Tri-weekly contract service (speed 12¾ knots) between Rangoon and Moulmein.

(8) Weekly contract service (speed 7½ knots) between Rangoon, Tavoy and Mergui.

(9) Fortnightly non-contract service between Moulmein, Tavoy and Mergui.

Between Bombay and Karachi.

(10) Direct weekly contract service (speed 13 knots) between Bombay and Karachi.

(11) Direct weekly contract service (speed 10 knots) between Bombay and Karachi.

(12) Weekly contract service (speed 9 knots) between Bombay and Karachi, calling at coast ports of Kathiawar and Cutch.

Between Karachi and the Persian Gulf.

(13) Weekly contract service (speed 8 knots) between Karachi and Busreh, calling at ports in the Persian Gulf.

Between Tuticorin and Colombo.

(14) Daily (Sundays excepted) contract service (speed 9¾ knots) between Tuticorin and Colombo.

From India and Burma to the Straits Settlement.

(15) Fortnightly non-contract service from Madras to Penang and Singapore, calling at Negapatam.

(16) Weekly non-contract service from Rangoon to Penang and Singapore.

"3. Apart from the abovementioned services, which are regularly used for the conveyance of mails, Government have the right, under the existing contract, without any additional payment, to use for the conveyance of mails any steamers, occasional or regular, that the Company may put on during the currency of the contract between any ports served by any of the services under contract.

"4. The present contract will expire on the 30th April 1904, provided that a year's notice of its termination on that date is given to the Company. In the absence of such notice, the contract will continue in force after that date until terminated by a year's notice on either side, and as the existing contract with the P. & O. Company for the Eastern Mail Service will expire on the 31st January 1905, it was recently suggested to the Government of India that it might be desirable to allow the present contract with the British India Steam Navigation Company to continue in force until the 30th April of that year, so that the two new contracts might run more nearly together. I have now been instructed to consult the several Local Governments concerned, both as to this suggested prolongation of the term of the existing contract and as to the modifications and improvements which may be desirable in the mail services of the British India Steam Navigation Company in which they are respectively interested.

"5. As regards the first of these questions, I may state that it has always been recognised in the past that there is an intimate connection between the mail services of the British India Steam Navigation Company and that of the P. & O. Company. The

former Company takes up at several points, and carries on the mail service provided by the P. and O. Company. The import foreign mails, for instance, for Karachi and a large section of Northern India are transferred in the Bombay harbour to a special steamer of the British India Steam Navigation Company for which a contract rate of speed of 13 knots is prescribed in the existing contract. The import foreign mails, moreover, for Burma are carried from Calcutta to Rangoon by another special steamer of this Company for which a contract rate of speed of 12 knots an hour is prescribed. The actual rate of speed required from the P. and O. Company would not necessarily be required on the link lines maintained by the British India Steam Navigation Company, but in settling the terms for a new contract with the latter Company it would be an obvious advantage to know what rate of speed had been decided on for the new contract with the P. and O. Company and the hours of arrival and departure of its services.

"6. With regard to the modifications and improvements that may be desirable in the existing mail services of the British India Steam Navigation Company, Mr. Fanshawe submitted to the Government of India certain definite recommendations with a view to provision being made in the new contract for a more satisfactory service between Bombay, Karachi and the Persian Gulf than that provided by the existing contract. The nature of these recommendations will be seen from the appended extract from Mr. Fanshawe's letter No. 86-F.P., dated the 8th March last, to the address of the Government of India, and I have been authorised by that Government to enter into negotiations with the Company with the view of ascertaining on what terms an improved service of the kind proposed can be provided. The remaining services are dealt with in the following paragraphs.

"7. The present communication with Burma comprise the services between Calcutta and Rangoon and between Madras and Rangoon. There are now two direct steamers in the week between Calcutta and Rangoon, and the third direct steamer from Calcutta to Rangoon. The first of these runs in connection with the import and export foreign mails at a contract rate of speed of 12 knots an hour. For the second the contract rate of speed is 10 knots an hour, while the third practically occupies the same time on the voyage though the rate of speed is not laid down. The next contract

should probably provide for an increase to 15 knots in the rate of speed for the service working in connection with the foreign mails, and for a rate of not less than 12 knots for the second service. As regards the direct weekly service between Madras and Rangoon, it is a question for consideration whether, in view of the opening of the East Coast Railway throughout between Madras and Calcutta and of the frequent communication (tri-weekly in one direction and twice a week in the other) between the latter port and Rangoon it will be necessary any longer to maintain this service under contract. Possibly it will be wise to do so, regard being had to the close relations now subsisting between the Madras Presidency and Burma and the amount of correspondence carried. There will, on the other hand, apparently be no justification, now that Coconada, Waltair and Ganjam are in direct railway communication with both Madras and Calcutta, for the retention as a contract service of the weekly service between Coconada and Rangoon *via* the Coromandel Coast ports.

"8. The communications between Bombay and Karachi consist of three services a week, the first a direct service in connection with the arrival and departure of the P. and O. mail steamers, with a contract rate of speed of 13 knots an hour, the second, also a direct service, with a speed of 10 knots an hour, which can be worked in connection with the Company's service between Karachi, the Persian Gulf ports and Busrah, and the third a service *via* the coast ports of Kathiawar and Cutch. The main question for consideration with reference to these services is whether any, and, if any, what, advantage would be secured from the introduction of an increased rate of speed—say, 15 knots an hour—for the steamer that runs in connection with the outward and homeward foreign mails. This steamer, on the voyage from Karachi to Bombay, is at present timed to start from the former port at 6 p.m. and so far, therefore, as the despatch of mails from Karachi in the direction of Bombay is concerned, it may be said at once that little would be gained from increasing the present rate of speed, which would mean, at most, that the mails could be closed at Karachi an hour or two later than they are closed now. On the other hand, provided that the present hour of departure from Karachi is adhered to, an increase in the rate of speed to 15 knots would admit of the steamer arriving at Bombay five hours earlier

than it does now and of correspondence for Bombay being regularly sent out for delivery the first thing on Saturday morning. And, assuming that the hour of departure of the homeward P. and O. mail steamer will continue to be 2 p.m. on Saturday, this might be found a convenience by commercial firms and others in Bombay having business relations with Karachi, as enabling them to make use of the same day's homeward mail steamer for the despatch of correspondence connected with their Karachi business. As regards the service in the opposite direction, that is to say, from Bombay to Karachi, it may be said, bearing in mind that a delivery of the mails after 5 p.m. would be of no use for business purposes, that the practical effect of increasing the rate of speed to 15 knots would be that whenever the outward P. and O. mail steamer is signalled between 4 p.m. and 2 p.m. the mails would be delivered to the Karachi public considerably earlier in the day than they are at present, and that whenever that steamer is signalled between 2 a.m. and 7 a.m., the mails, which now reach Karachi either too late for delivery within business hours or too late for delivery at all on the day of arrival, would be delivered within business hours on that day. Out of a total of 52 voyages performed during the past year (1st November 1901 to 31st October 1902) by the outward P. and O. mail steamers the steamers were signalled at Bombay on no fewer than 34 occasions between 2 a.m. and 7 a.m. I am inclined, therefore, to recommend that the rate of speed between Bombay and Karachi for the service running in connection with the foreign mails should be raised to 15 knots. The remaining questions which call for consideration with regard to the existing services between Bombay and Karachi have reference to the retention or exclusion as contract services of the present second direct service and of the service *viâ* the Káthiáwár and Cutch Coast ports. Since the date of execution of the existing contract with the British India Steam Navigation Company the opening of the Jodhpur-Bikanir Railway has brought Bombay and Karachi, for postal purposes, practically within two days' journey of each other by rail, that is to say, a letter posted at either place on the evening of the 1st of a month would be delivered at the other place on the morning of the 4th. Veraval and Porbandar too, which are two out of the three ports of call for the steamers of the service *viâ* the Kathiawar and Cutch Coast ports, have been connected by rail with Bombay. As at present advised, I am of

opinion, therefore, that no real necessity now exists for maintaining under contract either the latter coasting service or any direct steamer service other than the fast direct service running in connection with the import and export foreign mails, though as regards the present second direct service there may be considerations of which I am at present unaware rendering it advisable that this service should continue to be worked under contract conditions.

"9. The communication with Ceylon consists of a daily service (Sundays excepted) between Tuticorin and Colombo, the time at present allowed for the voyage being 16 hours (weather permitting). The improvements which seem desirable in connection with this service are that the time allowance for the voyage should be reduced to 12½ hours (weather permitting), which means an increase of the rate of speed from 9¾ knots to 12 knots an hour, and that Sunday should no longer be an excepted day. It is of importance that the service should in future be worked on every day of the week as the route *via* Colombo is now the main route used for the transmission of mails (both letter and parcel) from this country to South Africa, Australasia and the Far East, while it is equally important that the steamer carrying the Indian mails from Tuticorin should be timed to arrive at Colombo as early as possible in the morning in order to ensure connection with the various lines of outgoing steamers from that port. At present the steamer leaves Tuticorin at 6 p.m. and is due to arrive at Colombo at 10 a.m. the following morning, while in the opposite direction the hour fixed for departure from Colombo is 4 p.m. with an arrival at Tuticorin at 8 a.m. the next morning. It will be possible, as a rule, with a time allowance for the voyage of 12½ hours (weather permitting) for the steamer from Tuticorin, starting at the same hour as at present, to reach Colombo by 7 a.m. the following morning, and this reduced time allowance will also admit of the hour fixed for the departure of the return steamer from Colombo being extended from 4 p.m. to 6 p.m.

"10. I shall be much obliged if you will kindly favour me at an early date with the views of the Government of Bombay on such of the questions dealt with in this letter as relate to the mail services of the British India Steam Navigation Company in which they are interested, as well as on the suggestion for the prolongation of the term of the existing contract with the Company to the

30th April 1905. I shall also be grateful if any further suggestions or remarks that the Government of Bombay may desire to make with a view to the modification or improvement of the existing mail services are communicated to me at the same time."

Extract (paragraphs 3 to 6) from a letter No. 86-F. P., dated the 8th March 1902, from the Director-General of the Post Office of India, to the Secretary to the Government of India, Finance and Commerce Department.

3. * * For purposes of trade the B. I. S. N. Company have not found it necessary to employ any but slow steamers between India and the Persian Gulf and the mail service has hitherto remained a slow one carried out by cargo steamers, subject, of course, to various conditions as to the times of departure, as to the duration of the voyage as a whole, as to steamers remaining for a certain number of hours of daylight at the ports of call and as to other matters.

4. A service maintained in this way can no longer be considered an adequate mail service between India and the Persian Gulf. It is slow and irregular and both on the ground of slowness and also of irregularity has been made the subject of some criticisms of late years. There are direct cargo steamers now running between London and the Persian Gulf, and it was represented several years back that the bills of lading and other papers sent by post had sometimes reached London after the cargo to which they related. Representations, moreover, have been received from the Political officers in that quarter regarding the irregularity of the calls of the mail steamers at intervening ports, and their own action, taken no doubt with the fullest justification, in requiring the steamers to make more frequent calls at some of these ports has tended to increase the irregularity of the service. Various revisions of time-tables have been tried, and the B. I. S. N. Company has made special efforts to improve the service so far as this could be done consistently with its own cargo requirements. The causes of complaint, therefore, have been largely removed, but the service has necessarily remained a slow service, the time occupied between the terminal ports, Bombay and Busrah, being still 13 days in each direction.

5. The results of this experience have made it quite clear that proper mail arrangements for the future cannot be made unless the mail services is dissociated, at any rate to a large extent, from the cargo service of the Company, and this is the more necessary because the number of new ports of call is likely to be increased in the near future. Koweit has already been made a port of call on the down voyage, and I have lately been addressed as to establishing a post and telegraph office at Pasni near Gwadur on the Mekran Coast, which will no doubt become a new port of call in future. The addition of new ports of call with their trade requirements will necessarily make the through service longer and more irregular than it is at present. Moreover, there are other considerations that deserve great weight at the present time. If British influence is to be adequately maintained in the Persian Gulf, it seems to me that one of the first and most important steps to this end will be the provision of a really efficient mail service by British steamers—and by efficient I mean a fast and regular service to be linked up with the P. & O. service at Bombay.

6. What I recommend, therefore, is that a mail service should be arranged between India and the Persian Gulf to be performed by fast steamers largely independent of cargo considerations. These steamers would probably call at Gwadur, Muscat, Bushire and Busrah and the mail service for the intermediate ports would be arranged for by means of the separate cargo service of the Company. It has been suggested that these steamers should run direct between Bombay and the Gulf without touching at Karachi, but I am opposed to this suggestion and do not believe that this will be necessary in order to ensure an efficient service, though the matter is one that will have to be closely examined. What the contract rate of speed should be will depend on various practical considerations. Some ports of call, for instance, cannot be entered at night and there are parts of the Gulf which, owing to the entire absence of light, are only navigable with safety by daylight. It may well be, therefore, that a comparatively low rate of speed will give as good results as a higher rate of speed. I should propose that the contract rate should not be less than 12 knots which would provide, as I have ascertained, a nine days' transit between Bombay and Busrah, and whether it would be advisable to insist on a still higher rate of speed to ensure a still shorter transit will be one of the matters to be gone into.

RESOLUTION.—Copies of the letter from the Director-General of the Post Office of India and its accompaniment should be forwarded to the Political Department, the Commissioner in Sind, the Postmaster-General, Bombay, and the Commissioner of Customs, Salt, Opium and A'bkári, with a request that Government may be favoured at an early date with their views on the several questions raised in the Director-General's letter so far as they relate to the mail services of the British India Steam Navigation Company in which this Government are interested. The Commissioner in Sind and the Commissioner of Customs should be requested to consult respectively the Chambers of Commerce, Karachi and Bombay, and to forward the opinions of those bodies to Government with their reports.

A. M. T. JACKSON, Acting Secretary to Government.

BOMBAY CHAMBER OF COMMERCE.

NOTES BY SECRETARY ON BRITISH INDIA MAIL CONTRACT FOR GULF.

I have worked out a large number of combinations on the route —Bombay, Karachi, Maskat, Bushire and Basra. It is proposed that the speed should be 15 knots between Bombay and Karachi, and 13 knots north of Karachi. But a 13-knot steamer seems to involve entering or leaving one or other of the ports in darkness (which I understand is impracticable) or throwing away some hours in waiting for daylight. Some 7 to 8 hours of daylight is required between Basra and the Bar.

It occurred to me that I might utilize some of the hours, so thrown away by taking in one or more of the subsidiary Ports; but in each combination the same difficulty recurred at one port or another.

I then tried a 15-knot steamer on the simple route as above. The result was little better but when I worked out the sailings of a 15-knot steamer on a route including Koweit and Bandar Abas, I found that there is less waste of time and that the faster steamer makes the trip including the two extra Ports in the same time as is taken by the slower steamer on the bare route.

The Programmes are as follows :—

13-KNOT STEAMER.

Up		*Down*	
Bombay leave Friday ...	12	Basra leave Saturday ...	10
Karachi arrive Saturday ...	21	Bushire arrive Sunday ...	6
„ leave „ ...	24	„ leave „ ...	9
Maskat arrive Monday ...	12	Maskat arrive Tuesday ...	9
„ leave „ ...	15	„ leave „ ...	12
Bushire arrive Wednesday.	15	Karachi arrive Wednesday .	24
„ leave „ ...	18	„ leave Thursday ...	18
Basra arrive Thursday ...	12	Bombay arr. Saturday ...	3

15-KNOT STEAMER.

Up		*Down*	
Bombay leave Friday ...	17	Basra leave Saturday ...	8
Karachi arrive Sunday ...	2	Koweit arrive „ ...	18
„ leave „ ...	5	„ leave Sunday ...	6
Maskat arrive Monday ...	12	Bushire arrive „ ...	17·30
„ leave „ ...	15	„ leave Monday ...	6
Bandar Abas arrive Tues....	7·30	Bandar Abas arrive Tues....	9
„ leave „ ...	10·30	„ leave „ ...	12
Bushire arrive Wednesday.	13·30	Maskat arrive Wednesday...	4·30
„ leave „ ...	17	„ leave „ ...	7·30
Koweit arrive Thursday ...	7	Karachi arrive Thursday ...	14·30
„ leave „ ...	10	„ leave „ ...	18
Basra arrive „ ...	19	Bombay arrive Saturday ...	3

It will be seen that on the up-trip the 15-knot steamer has to waste time after leaving Bushire so as to reach the Bar in daylight.

In each case the southward mails are taken as leaving Karachi by the regular departure at 6 p.m.

OFFICE OF THE POST MASTER-GENERAL,
BOMBAY, 17th January 1903.

MY DEAR NOEL-PATON,—With reference to our conversation of yesterday, I give below the figures of letters forwarded from Bombay to the Kathiawar and Cutch Ports every Tuesday by the coasting steamers :—

Verawal.....	228
Mangrol.....	338
Porbandar.....	145
Cutch-Mandvi.....	230

2. The advantage of the steamer service to the above places in point of time is shewn in the appended statement.

3. The cost of the coasting steamer service is not known as a lump sum is paid to the B. I. S. N. Company for all the steamer services performed by it.—Yours, &c.,

W. MAXWELL.

BY LAND.

						H. M.
Bombay...Dep. 21-30.	...	Verawal.....Arr.	17-30	3rd day	68	0
		Mangrol..... „	21-20	„	71	50
		Porbandar..... „	18-38	„	69	8
		Cutch-Mandvi. „	24-0	„	74	30

H. M.		H. M.			H. M.	
75 45	Cutch-Mandvi.Dep.	3-55	1st day	Bombay...Arr.	7-40	3rd day.
74 45	Porbandar..... „	4-55	„			
79 40	Mangrol ..... „	24-0	„			
73 50	Veraval..... „	5-50	„			

BY STEAMER.

	H. M.				H. M.		H. M.
Bombay...Dep.	10-0	1st day.	Veraval.....Arr.	7-30	2nd day	45	30
			Mangrol..... „	8-30	„	46	30
			Porbandar..... „	14-45	„	52	45
			Cutch-Mandvi. „	4-30	3rd day	66	30

H. M.		H. M.			H. M.	
65 30	Cutch-Mandvi.Dep.	13-0	1st day	Bombay...Arr.	6-30	3rd day.
52 0	Porbandar ... Dep.	2-30	1st day	Bombay ...Arr.	6-30	2nd day.
51 0	Mangrol ..... „	3-30	„			
44 45	Veraval ..... „	9-45	„			

BOMBAY CHAMBER OF COMMERCE.

Report of Special Committee of the Bombay Chamber of Commerce appointed to consider the letter of the Collector of Customs No. C.—16400, dated 22nd December 1902, with enclosure (Bombay Government, General Department, No. 6860, dated 10th December 1902), relating to the contract with the B. I. S. N. Company for the conveyance of the mails in Indian Waters.

The Special Committee consisted of—

The Hon'ble Mr. J. M. Dick (Chairman).
H. C. Wright, Esq.
F. W. Bickel, Esq.
A. M. Monteath, Esq.

The Special Committee met on Wednesday, the 14th, and Wednesday, the 21st January 1903, on the latter of which dates they had before them charts, kindly lent by the B. I. S. N. Company, and certain particulars relating to the timings of mails by sea, and train to and from the Kathiawar and Cutch Ports which has been courteously furnished by the Post Master-General in a *Demi* Official manner.

The Special Committee now beg to recommend:—

(*a*) That the speed of the direct weekly Contract Service between Bombay and Karachi (No. 10 in the statement of the Director-General of the Post Office, No. 1277-F. P., dated 27th November 1902) which is at present 13 knots, should be increased to not less than 15 knots, if possible to 16 knots. The present hour of arrival of this service in Bombay is 8-30 a.m., but since the letters received by this mail are sometimes delivered in Bombay so late in the day as to cause inconvenience, the Special Committee, in making the above recommendation, aim at the arrival of the Karachi Mail in Port not later than 6 a.m.

(*b*) That in the general interests of trade the speed of the Second Direct Weekly Contract Service between Bombay and Karachi (No. 11 in the same statement) at present 10 knots should be increased to at least 13 knots.

(*c*) The third Weekly Contract Service between the same Ports calling at the coast Ports of Kathiawar and Cutch should be maintained and its speed increased to 11 knots in place of 9, as at present. The number of letters carried by sea from Bombay to these Ports every week is understood to be small, namely:—

Veraval	228
Mangrol	338
Porbandar	145
Cutch-Mandvie	30

but the transit by sea shows a large saving of time as compared with the transit by rail, and the service is on the whole one of some importance to trade.

(*d*) With reference to para. 6 of the letter No. 86-F. P., dated 8th March 1902, from the Director-General Post Offices to the Government of India, the Committee recommend that a Weekly Contract Service, independent of cargo, should be established between Karachi and the Persian Gulf. (13 in the statement.)

The object to be held in view is that persons at Bombay and at Basra, respectively, should be able to despatch a letter and receive a reply in about 14 days time.

It seems to be practically necessary that the various ports in the Gulf be entered and left in day-light and that some seven to eight hours of day-light be allowed for the passage between Basra and the bar or *vice versa*, while in winter the Gulf has only from 10 to 11 hours of day-light in all. There appears to be no good reason why Mail Steamers should not be exempt from the prohibition to enter or leave the Port of Karachi at night, and the Special Committee think that Government should be asked to arrange for such exemption. Assuming that such exemption will be procured the Special Committee recommend alternative proposals. The first is for a service of which the speed is 15 knots between Bombay and Karachi and 13 knots between Karachi and Basra. In this, as in the other programme, 3 hours of day-light are allowed in each Port. The sailings of the 13-knot steamer would be as follows :—

13-KNOT STEAMER.

Up.		*Down.*	
Bombay leave Friday	... 12	Basra leave Saturday	... 10
Karachi arr. Saturday	... 21	Bushire arr. Sunday	... 6
„ leave „	... 24	„ leave „	... 9
Maskat arr. Monday	... 12	Maskat arr. Tuesday	... 9
„ leave „	... 15	„ leave „	... 12
Bushire arr. Wednesday	... 15	Karachi arr. Wednesday	... 24
„ leave „	... 18	„ leave Thursday	... 18
Basra arr. Thursday	... 12	Bombay arr. Saturday	... 3

It will be seen that the north going steamer would probably have to waste a couple of hours on approaching the mouth of the Ghat at Arab so as to have day-light to cross the bar. Similarly the south going steamer would have to waste a couple of hours on approaching Bushire.

The alternative proposal is for a service sailing 15 knots throughout. It is found that on the route in the foregoing programme the higher speed brings the ship to one or other of the Ports. Bandar Abas and Koweit are included. This difficulty is avoided and the vessel of higher speed touching at the greater number of ports reaches Basra practically at the same time as a 13-knot service leaving out Bandar Abas and Koweit. It is believed, that it would be important to bring these two places into frequent and speedy communication with Bombay. The sailings under this alternative programme would be as follows :—

15-KNOT STEAMER.

Up.		*Down.*	
Bombay leave Friday ...	17	Basra leave Saturday ...	8
Karachi arr. Sunday ...	2	Koweit arr. „ ...	18
„ leave „ ...	5	„ leave Sunday ...	6
Maskat arr. Monday ...	12	Bushire arr. „ ...	17-30
„ leave „ ...	15	„ leave Monday ...	6
Bandar Abas arr. Tuesday.	7-30	Bandar Abas arr. Tuesday.	9
„ leave „	10-30	„ leave „ ...	12
Bushire arr. Wednesday.	13-30	Maskat arr. Wednesday ...	4-30
„ leave „ ...	17	„ leave „ ...	7-30
Koweit arr. Thursday ...	7	Karachi arr. Thursday ...	14-30
„ leave „ ...	10	„ leave „ ...	18
Basra arr. „ ...	19	Bombay arr. Saturday ...	3

It will be seen that on the up-trip the 15-knot steamer has to waste time after leaving Bushire, so as to reach the bar in day-light.

In each case the southward mails are taken as leaving Karachi by the regular departure at 6 p.m.

The appended chart of mileages and times will be of use. The small black figures indicate the number of hours taken by a 13-knot steamer; the red figures give the hours taken by a 15 knot steamer.

The Special Committee are advised that owing to the heavy currents sometimes set up by a North-west "Stremal" in the upper Gulf it is necessary either in the timing or in the speed of the steamers to allow some margin north of Maskat.

The Special Committee suggest that the recommendation made in paragraph 9 of the letter of the Director-General of Post Offices, No. 1277-F. P., dated 27th November 1902, relating to the Daily Service (Sunday not excepted) between Tuticorin and Colombo, should be expressly endorsed.

CHAMBER OF COMMERCE,

BOMBAY, 13th February 1904.

THE COLLECTOR OF LAND REVENUE, CUSTOMS AND OPIUM,

BOMBAY.

SIR,—Under instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. C—16400 of the 22nd December last, with enclosures, relating to the subject of Government contract with the B. I. S. N. Company for the conveyance of the Mails in Indian Waters. These documents have been very carefully considered by a Special Committee and by the General Committee of the Chamber which now instruct me to make the following recommendations :—

(*a*) That the speed of the direct Weekly Contract Service between Bombay and Karachi (No. 10 in the statement of the Director-General of the Post Offices, No. 1277-F. P. dated 27th November 1902), which is at present 13 knots, should be increased to not less than 15 knots; if possible to 16 knots. The present hour of arrival of this service in Bombay is 8-30 a.m., but since the letters received by this Mail are sometimes delivered in Bombay so late in the day as to cause inconvenience, the Committee, in making the above recommendation, aim at the arrival of the Karachi Mail in Port not later than 6 a.m.

(*b*) That in the general interests of trade the speed of the Second Direct Weekly Contract Service between Bombay and Karachi (No. 11 in the same statement), at present 10 knots, should be increased to at least 13 knots.

(*c*) That the Third Weekly Contract Service between the same Ports, calling at the coast ports of Kathiawar and Cutch, should be maintained and its speed increased to 11 knots in place of 9 as at present. The number of letters carried by sea from Bombay to these Ports every week is understood to be small, namely :—

Veraval ...	...	228
Mangrol...	...	338
Porebundar	....	145
Cutch-Mandvie...		230

but the transit by sea shows a large saving of time as compared with the transit by rail, and the service is on the whole one of some importance to trade.

(*d*) With reference to para. 6 of the letter No. 86-F. P., dated 8th March 1902, from Director-General of Post Offices to the Goverment of India, the Committee recommend that a Weekly Contract Service, independent of cargo, should be established between Karachi and the Persian Gulf (13 in the statement).

The object to be held in view is that persons at Bombay and at Basra, respectively, should be able to despatch a letter and receive a reply in about 14 days' time.

It seems to be practically necessary that the various Ports in the Gulf be entered and left in day-light and that some seven to eight hours of day-light be allowed for the passage between Basra and the Bar or *vice versa*, while in winter the Gulf has only from 10 to 11 hours of day-light in all. There appears to be no good reason why Mail steamers should not be exempt from the prohibition to enter or leave the Port of Karachi at night, and the Committee think that Government should be asked to arrange for such exemption. Assuming that such exemption will be procured, the Committee recommend the establishment of a Weekly Service of

which the speed is 15 knots between Bombay and Karachi, and 13 knots between Karachi and Basra. Three hours of day-light are allowed in each Port. The sailing would be as follows:—

13-KNOT STEAMER.

Up.	Hrs.	*Down.*	Hrs.
Bombay leave Friday.	12	Basra leave Saturday.	10
Karachi arrive Saturday.	21	Bushire arrive Sunday.	6
„ leave „	24	„ leave „	9
Maskat arrive Monday.	12	Maskat arrive Tuesday.	9
„ leave „	15	„ leave „	12
Bushire arrive Wednesday.	15	Karachi arrive Wednesday.	24
„ leave „	18	„ leave Thursday.	18
Basra arrive Thursday.	12	Bombay arrive Saturday.	3

It will be seen that the north-going steamer would probably have to waste a couple of hours on approaching the mouth of the Shat el-Arab so as to have day-light to cross the Bar. Similarly, the south-going steamer would have to waste a couple of hours on approaching Bushire.

The Committee suggest that the recommendations, made in paragraph 9 of the letter of the Director-General of Post Offices No. 1277-F. P., dated 27th November 1902, relating to the Daily Service (Sunday not being excepted) between Tuticorin and Colombo should be given effect to.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX QQ.

MAILS, HOMEWARD.

DETENTION TILL ARRIVAL OF KARACHI MAILS.

No. 24963.

From THE POSTMASTER-GENERAL,

BOMBAY,

To F. NOEL-PATON, ESQ.,

SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

BOMBAY, 27th December 1902.

SIR,—I have the honour to forward herewith for your information a copy of Telegram No. 1383, dated 24th December 1902, from the Director-General of the Post Office to my address regarding the detention of the outward mail steamer for the Karachi mails.—I have, &c.,

D. S. CAPTAIN, *for* Postmaster-General.

Copy of a Telegram No. 1383, dated 24th December 1902, from the Director-General of the Post Office of India to the Postmaster-General, Bombay.

"Your wire 773 of 12th; matter cannot be settled immediately, but orders will be communicated as soon as practicable."

No. 4176.

From THE POSTMASTER-GENERAL,

BOMBAY,

To F. NOEL-PATON, ESQ.,

SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

BOMBAY, 9th May 1903.

SIR,—In continuation of my letter No. 24963, dated the 27th December 1902, I have the honour to inform you that the Director-General of the Post Office of India has now placed the Sind and Persian Gulf Outward Foreign Mails in the same position as the mails of Calcutta, Madras, Lahore and Burma as regards the detention of the outward P. & O. Mail steamer and has authorised me in future to detain the outward P. & O. steamer for a period not exceeding 24 hours on occasions when the Karachi Steamer conveying the Sind and Persian Gulf mails is late in reaching Bombay.—I have, &c.,

F. WHYMPER, *Offg.* Postmaster-General.

APPENDIX RR.

MAILS TO AUSTRALIA AND THE EAST.

PROHIBITION BY THE AUSTRALIAN COMMONWEALTH OF COLOURED LABOUR ON MAIL STEAMERS.

Despatch to the Governor-General of Australia relating to the exclusive employment of white labour.

MR. CHAMBERLAIN TO GOVERNOR-GENERAL LORD TENNYSON.

DOWNING STREET, April 17th, 1903.

MY LORD,—I had the honour to inform you in my telegram of the 27th November last that it had become necessary to decide at once whether notice should be given on the 31st January 1903 to the Peninsular and Oriental and the Orient Steam Navigation Companies to terminate the present contracts for the conveyance of mails to and from Australia and the East at the earliest possible date, *viz.*, the 31st January 1905. I pointed out that the mail services under those contracts were working very satisfactorily, and that the complaints which had reached the Postmaster-General from time to time regarding them referred generally to questions of passenger or freight rates, and not to postal matters. It was further stated that the Postmaster-General doubted whether it was advisable at the present moment to make a new contract to last for any considerable time, in view of the new factors which have now entered into the question of the Eastern mail service, such as the opening of the Siberian Railway, the proposed construction of a railway to the Persian Gulf, and the mooting of schemes for a mail service to Australasia *via.* the United States of America or Canada, with increased speed in the Pacific Ocean, and that if the Postmaster-General could offer the companies an extension of their contracts for a definite period, say three years, they might offer a slightly higher speed. Your Ministers were accordingly asked to state (1) whether notice to terminate the present contracts should be given at once, and (2) if not, whether an extension of the contracts for a definite period should be contemplated, on the companies offering sufficient inducement or whether the Postmaster-General should retain his freedom to give notice at any time.

2. The reply of your Ministers to these questions was communicated in your telegram of the 9th December last, and in your despatch of the same date. It was to the effect that they advised that definite notice to terminate the present contracts should be given by the 31st January 1903, with a view to the negotiation before their expiry of fresh contracts providing for increased speed,

a lower subsidy, improved arrangements for cold storage, and the exclusive employment of white labour on the vessels, in compliance with Section 16 of the Commonwealth Post and Telegraph Act, 1901, and, if possible, for a longer stay at Adelaide, the inclusion of Brisbane in the ports served, and the fitting of the sleeping apartments on the packets with electric fans. Attention was also called to the necessity of warning tenderers of the probability of a Navigation Bill being proposed in the next Session of the Federal Parliament which might contain provisions requiring vessels trading in passengers or goods between Australian ports to pay rates of wages equal to those current in the Australian coasting trade.

3. In the telegram from this Department of the 20th January, you were informed that with the exception of your Government the postal administrations which are interested in the present contracts were generally in favour of their extension, if increased speed would be secured, and that the Postmaster-General thought it possible that the desired acceleration could be obtained for the present subsidy, but that as regards the proposed exclusive employment of white labour on the mail packets, His Majesty's Government were unable, in accordance with the policy indicated in my despatch to the Governor of Victoria of the 10th November 1896, to agree to introduce into a mail contract to which they were a party stipulations intended to exclude certain classes of British subjects from employment in the contract vessels. You were further informed that the condition as to the exclusive employment of white labour thus rendered it impossible for his Majesty's Government to coöperate with your Government in a new contract, and that unless that condition could be modified, it would be necessary to abandon the idea of a joint arrangement, and to make other plans for an Australian service, and you were asked to report whether, having regard to these considerations your Ministers still desired the existing contracts to be terminated at the earliest possible date, or whether the Postmaster-General should, without terminating the contracts, endeavour to secure an improved service.

4. In your telegram of the 27th January, you reported that your Prime Minister could see no prospect of being able to modify the condition as to the exclusive employment of white labour, and that your Government consequently could not enter into arrangements by which the employment of coloured crews after the 31st January 1905 would be sanctioned, and therefore adhered to the determination expressed in your despatch of the 9th December last. This

announcement left the Postmaster-General no alternative but to give formal notice to both the contracting companies to terminate the existing contracts on the 31st January 1905, and, as you are already aware from my telegram of the 15th instant, such notice was accordingly given.

5. His Majesty's Government must regret that the legislation which has recently been passed in Australia has made it impossible for them to be associated in future with the Government of the Commonwealth in any mail contract. They recognize the importance to the cause of Imperial unity of joint action in such matters as postal communication between the Mother Country and the great self-governing Colonies, and they would not on slight grounds withdraw from such coöperation, but the legislation in question, affecting, as it does, principally Indian subjects of his Majesty, leaves no other course open to them. By the Mutiny Proclamation of 1858 the Crown declared itself bound to the natives of its Indian territories by the same obligations of duty which binds it to all its other subjects, and undertook faithfully and conscientiously to fulfil those obligations. It would not be consistent with that undertaking for his Majesty's Government to become parties to a contract in which the employment of his Majesty's Indian subjects is in terms forbidden, on the ground of colour only. His Majesty's Government have shown every sympathy with the efforts of the people of Australia to deal with the problem of immigration, but they have always objected, both as regards aliens and as regards British subjects to specific legislative discrimination in favour of, or against race and colour, and that objection applies with even greater force to the present case, in which the question is not of the rights of the white population of Australia as against an influx of foreign immigrants, but merely of the employment of his Majesty's Indian subjects on a contract to be mainly performed in tropical or sub-tropical waters.

6. Even if the service were one upon which His Majesty's Indian subjects had not hitherto been employed, it would destroy the faith of the people of India in the sanctity of the obligations undertaken towards them by the Crown if the Imperial Government should become in any degree whatever parties to a policy of excluding them from it solely on the ground of colour. But where they have already been employed in the service for a long period of years, to proscribe them from it now would be to produce justifiable discontent among a large portion of His Majesty's subjects. His

Majesty's Government deeply regret that their feeling of obligation in this matter is not shared by the Parliament of the Commonwealth, and that in regard to a matter which cannot affect the conditions of employment in Australia, and in no way affects that purity of race which the people of Australia justly value, they should have considered it desirable to dissociate themselves so completely from the obligations and policy of the Empire.

7. In the circumstances it now devolves upon His Majesty's Government to consider what arrangements they should make on their own behalf on the expiry of the existing contracts, but at the outset they are confronted with a difficulty. In the event of the Postmaster-General concluding a contract for a fortnightly service to Australia with the Peninsular and Oriental Steam Navigation Company, to alternate with a fortnightly service from Australia under contract with the Commonwealth, can homeward mails be put on board the vessels of that company under the provisions of Section 69 of the Commonwealth Post and Telegraph Act, 1901, consistently with the provisions of Section 16 (1) of the same measure, notwithstanding the fact that coloured crews are employed on such vessels? The last-mentioned section enacts that no contract or *arrangement* for the carriage of mails shall be entered into on behalf of the Commonwealth unless it contains a condition that only white labour shall be employed in such carriage. The question is whether placing homeward mails on board a returning Peninsular and Oriental steamer under Section 69 will be an "arrangement" within the meaning of Section 16 (1). From the marginal note to Section 16 (1), "white labour in mail contracts" and from the terms of the sections of the Act which bear upon the question, it is assumed by His Majesty's Government that the arrangements contemplated by Section 16 (1) are in the nature of contractual arrangements to which the Commonwealth Government is a party, and that the section would not be infringed if under Section 69 mails were put on board a ship with a coloured crew, engaged by the Postmaster-General independently of the Commonwealth Government. I shall be glad to learn whether this assumption is correct.—I have, &c.,

J. CHAMBERLAIN.

Governor-General
His Excellency
Lord Tennyson, K.C.M.G.,
&c., &c., &c.

APPENDIX SS.

POSTS, INLAND.

NATIVE STATES—NIZAM'S TERRITORY.

MADRAS CHAMBER OF COMMERCE,
MADRAS, 2nd March 1903.

From THE HON'BLE SIR GEORGE ARBUTHNOT,
CHAIRMAN, CHAMBER OF COMMERCE, MADRAS.

To THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—I beg to enclose copy of a letter which has been addressed to this Chamber by one of its members and to enquire what has been the experience of those of your members who have Agencies in Hyderabad where there is no Imperial Post Office, and whether your Chamber is prepared to join this Chamber in a representation to the Government of India in view to putting an end to so anomalous a state of affairs as that referred to.—I have, &c.,

GEORGE G. ARBUTHNOT, Chairman.

MADRAS, 17th February 1903.

THE SECRETARY, CHAMBER OF COMMERCE, MADRAS.

DEAR SIR,—We shall be glad to know if the Chamber will be willing to take up the matter of extra postage charged on letters to certain places in the Nizam's Dominions where there does not happen to be an Imperial Post Office.

2. We have an Agency at Yadgiri, on the G. I. P. Railway, and finding that our letters were much delayed in delivery and that they were only then delivered on payment of double postage, unless a Moglai (Hyderabad) stamp had been fixed, we wrote to our Agent for an explanation. He replied on 17th August 1902 as follows:—

"As per recent orders of H. H. the Nizam's postal authorities "all the letters that are received to our address from British "Dominions are handed over to the Kistna Post Office. The "Moglai postal authorities do not recognise British stamps and

"tax the letters with double the postage. Therefore I beg to send "you herewith Moglai postage stamps and request you to kindly "affix the same in future on all letters addressed to me so that "I need pay nothing on the delivery of the same here."

3. It, therefore, amounts to this, that in order to get our letters delivered without undue delay and without penalty we have to affix both an Imperial stamp and a Moglai stamp. For instance while for 1 anna a letter can be sent say to New Zealand we have to pay the ordinary Indian postage plus a Moglai stamp of similar value to a place about half way to Bombay.

4. This seems so anomalous a state of affairs that we trust the Chamber may see its way to addressing the Government of India. Perhaps it might be as well to ascertain first from the Bombay Chamber whether the experience of such of its Members as have Agencies in the Nizam's Territory (where there is no Imperial Post Office) is the same. If so they might be induced to join us.

5. We may say, in conclusion, that petitions have already been sent to the Postmaster-General in India by the merchants of Yadgiri, but so far without any result. On 18th August 1902 we addressed a strong protest ourselves to the Postmaster-General, Madras, but have not even had an acknowledgment.—We are, &c.,

DYMES & CO.

THE CHAMBER OF COMMERCE,
BOMBAY, 25th March 1903.

THE SECRETARY TO GOVERNMENT, GENERAL DEPARTMENT,
BOMBAY.

SIR,—The attention of this Chamber has been drawn to the inconvenience resulting from the absence of any effective arrangement between the Government of India and that of H. H. the Nizam of Hyderabad for reciprocal recognition of the stamps of the respective States when applied to letters passing between British India on the one hand and those places in the Nizam's territory where there are no Imperial Post Offices. The position at present appears to be that letters proceeding from one of those territories to the other (always excepting those places in the Hyderabad State where Imperial Post Offices exist) must bear the

stamps of both or on delivery pay double postage. My Committee recognise that it may be a matter of greater difficulty to bring about a suitable arrangement with the particular State in question than to make one with certain other Native States; but they feel very strongly that the survival of the present anomalous situation is an anachronism. Under their instructions, therefore, I have the honour to beg that His Excellency the Governor in Council may be pleased to open the question with the Government of India and to urge that some steps be taken to remove a vexatious inconvenience whose triviality makes it the more unaccountable and irritating to correspondents in both States.—I have, &c.,

J. M. DICK, Chairman.
FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 20th March 1903.

THE SECRETARY, CHAMBER OF COMMERCE, MADRAS.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 2nd March, regarding the lack of a reciprocal arrangement between the Government of India and that of the Nizam for recognition of the stamps of the respective States. The information of this Chamber bears out that of the correspondent whose letter you kindly forward and I am to attach a copy of a letter which I have been instructed to address to the Bombay Government on the subject.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

THE CHAMBER OF COMMERCE,
BOMBAY, 23rd March 1903.

THE POSTMASTER-GENERAL,
BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to forward for your information the accompanying copy of a letter addressed by the Committee to the Bombay Government.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 1955 of 1903.

GENERAL DEPARTMENT,

BOMBAY CASTLE, April 14th, 1903.

To THE CHAIRMAN, CHAMBER OF COMMERCE, BOMBAY.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 25th ultimo, regarding the inconveniences of the existing postal arrangements between this Presidency and the territory of his Highness the Nizam of Hyderabad, and to state for the information of the Chamber that the question has been submitted to the Government of India for their orders.—I have, &c.,

A. M. T. JACKSON, *Acting* Secretary to Government.

No. 3583 of 1903.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 10th July 1903.

To THE CHAIRMAN, CHAMBER OF COMMERCE, BOMBAY.

SIR,—Referring to my letter No. 1955, dated the 14th April last, I am directed to state that the Government of India have intimated that your representation regarding the inconvenience of existing postal arrangements in the Hyderabad State is receiving the consideration of that Government.—I have, &c.,

ALEX. R. KING, *for* Secretary to Government.

APPENDIX TT.

SHIPPING.

RULES REGARDING ENTRY OUTWARDS.

No. C—8879 OF 1903.

From E. GRAY, ESQ., I.C.S., COLLECTOR OF LAND REVENUE,
CUSTOMS AND OPIUM, BOMBAY.

To THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

BOMBAY CUSTOM HOUSE, 18th July 1903.

SIR,—It has been proposed that the present rules regarding the Entry Outwards should be so modified as to allow of vessels to be entered outwards in anticipation of their arrival within a limit of three days.

This modification, it has been suggested, might lead to confusion and disputes between ship agents and shippers in the case of time charter ships.

I have the honour to request that you will be good enough to favour me with an expression of opinion from the Chamber on this point.—I have, &c.,

E. GRAY, Collector of Customs and Opium.

CHAMBER OF COMMERCE,
BOMBAY, 23rd July 1903.

THE COLLECTOR OF LAND REVENUE, CUSTOMS AND OPIUM, BOMBAY.

Rules Regarding Entry Outwards.

SIR,—I am directed to acknowledge the receipt of your letter, No. C-8879 of the 18th instant, and in reply to say that in the opinion of the Committee of the Bombay Chamber of Commerce no confusion or dispute is likely to arise in consequence of the proposed change in the above rules.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX UU.

RED SEA LIGHTS.

CHAMBER OF COMMERCE,
BOMBAY, 3rd July 1903.

THE SECRETARY TO GOVERNMENT, MARINE DEPARTMENT, BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to bring to the notice of Government a paragraph which appeared on page 3 of the *Times of India* of the 1st July, stating that the Master of the S. S. "Arabia" of the Anchor Line, on arrival, reports that the lights on Jebel Teir Centre Peak, Abu Ail and Mocha are not yet showing. In view of the continued danger to shipping arising from the absence of these lights the Committee hope they may not be considered unduly importunate if they renew the representations they have repeatedly made on this subject and beg that Government will not cease from exerting every effort to obtain the earliest possible exhibition of the lights in question.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 371-G OF 1903.

MARINE DEPARTMENT,
BOMBAY CASTLE, 2nd October 1903.

To THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—With reference to your letter, dated 3rd July last, I am directed to state for the information of the Chamber of Commerce that intimation has been received from the Foreign Office, through the Government of India, that the Turkish Government were urged in July last, to issue without delay the usual notice informing navigators that the new light-houses in the Red Sea would be lit at an early and fixed date. The Turkish Government gave assurances that this matter would receive their immediate attention.—I have, &c.,

A. M. T. JACKSON, *Acting* Secretary to Government.

No. 407-G OF 1903.

MARINE DEPARTMENT,
BOMBAY CASTLE, 2nd November 1903.

To THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—In continuation of my letter No. 371-G, dated the 2nd ultimo, I am directed to state for the information of the Chamber that information has been received from the Government of India to the

effect that the four new Light-houses in the Red Sea would be lighted on the 1st October 1903, and that the usual notice to mariners would be issued by the Turkish Government—I have, &c.,

A. M. T. JACKSON, *Acting* Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 11th November 1903.

THE SECRETARY TO GOVERNMENT, MARINE DEPARTMENT, BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 407-G., dated 2nd November, 1903, communicating information received from the Government of India to the effect that the four new Light-houses in the Red Sea would be lighted on the 1st October last and that the usual notice to mariners would be issued by the Turkish Government.

2. I am directed to inform you that the P. & O. steamship "Egypt" left Suez for Bombay on the 22nd October and passed the lights at Jebel Teir and Mocha during daylight. Those on Abu Ail Centre Peak Zebazir Group were passed at night and no lights were exhibited. The S.S. "Assaye" of the same line left Suez on the 26th October and passed Jebel Teir and Centre Peak in daylight. Abu Ail and Mocha were passed at night and no lights were exhibited.

3. The Committee are informed that meanwhile Commanders of steamers have been officially advised by the Board of Trade that these lights would be working on and after the 1st October. My Committee believe that Government will recognise the danger inherent in the present position and they trust that immediate steps may be taken to minimize the risk of accidents to shipping.—I have, &c.,

J. M. DICK, Chairman,
FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 19th November 1903.

THE SECRETARY TO GOVERNMENT, MARINE DEPARTMENT, BOMBAY.

SIR,—With reference to my letter of the 11th inst., I am directed to state that the Commander of the S.S. "Arabia" which arrived in Bombay on the 13th inst. reported that he passed Jebel Teir and Centre Peak at night and no lights were exhibited.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX VV.

MADRAS COAST LIGHTS BILL.

No. 901 OF 1903.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 7th February 1903.

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—I am directed to forward herewith a copy of the Madras Coast Lights Bill, 1903, with a statement of Objects and Reasons and to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce, Bombay, on the provisions of the Bill, not later than 20th February 1903.—I have, &c.,

J. MEAD, Under-Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 19th February 1903.

THE UNDER-SECRETARY TO GOVERNMENT, REVENUE DEPARTMENT, BOMBAY.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 901, dated the 7th instant, covering a copy of the Madras Coast Light Bill, 1903, for the opinion of the Chamber. The time allowed for consideration has been short; but it has been possible to refer the Bill to the principal Shipping Companies. There is such complete unanimity of opinion among them, and the reasons given by them for the view they advance appear to the Committee so satisfactory that I am directed to communicate the same to you at once.

2. I am in the first place to beg that you will be so good as to refer to the letter of this Chamber to the Government of India, dated the 22nd January 1901, on the same subject, and of which a copy is enclosed. I have the honour to say that the further consultation with Shipping Companies now made confirms the criticisms

then advanced. My Committee cannot find either that the present lights on the Madras Coast are so seriously defective as to be inadequate to the needs of shipping or that new lights have been called for. It is admitted that certain of the lights might with advantage be improved, if this could be done without further charges on shipping. But no particulars are given, showing either the specific defects supposed to necessitate the execution of a scheme that is stated to be "both extensive and costly," or the details of the said scheme. There is nothing to show where it is proposed to put new lights or what improvements it is intended to make in existing ones. It is therefore impossible to go into the scheme in detail; but there is a striking unanimity of opinion among those persons most practically concerned, that the existing lights are in the main adequate to the needs of their commerce, and that the imposition of further dues for the execution of a project for which no real demand exists is to be deprecated. I am directed to refer in particular to the Madras General Order, No. 474, dated 31st December 1899, in which His Excellency the Governor-in-Council, Madras, gave it as his opinion that the proposal to levy special dues on shipping for the use of the lights was open to grave objection and that he did not see his way to take steps to give effect to the proposal. It is, therefore, clear that not only is there no change in the opinion of the shipping interest who are most directly concerned in the safety of the coasts, but that official opinion was formerly opposed to a measure which, my Committee submit, would be contrary to modern usage as well as to expediency. The trend of legislation at home in these matters appears to be towards the total abolition of light dues; and my Committee now desire to tender an unequivocal protest in the interests of trade against the institution of dues and charges which not only have not been shown or known to be necessary, but of which the necessity is expressly denied by the persons most likely to know the practical requirements of the Madras Coast in the matter of lights.—I have, &c.,

J. M. DICK, Chairman.
FREDERICK NOEL-PATON, Secretary.

APPENDIX WW.

ADEN PORT TRUST.

PORT CHARGES AND MOORING FEES.

CHAMBER OF COMMERCE,
ADEN, 31st January 1903.

THE SECRETARY, THE CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—In September 1901, this Chamber addressed you regarding a proposal by the Aden Port Trust to impose additional mooring fees; and your Committee were good enough to make representations to Government on the subject.

I am now directed to inform you that the manner in which the funds derived here from Port Dues and Port Tolls on the shipping and trade of Aden are being disbursed by the Aden Port Trust is causing considerable anxiety to the mercantile community here. On several occasions representations have been made to that Board, that it is desirable the Port charges should be reduced; but no reduction has been forthcoming, and on the contrary, in at least two instances large sums of money have been devoted to objects which have very remote prospects of proving paying investments, the result of which is, that the reserve fund of the Trust is reduced to an alarmingly low figure, and thus there looms ahead the likelihood of additional charges being levied on the local trade.

The first instance above referred to is the recent purchase of a powerful steam tug, which appears in the Aden Port Administration Report for 1901-02, as having cost Rs. 81,219; this craft, the "Dolphin" arrived in Aden beginning of June 1902, since when she has lain utterly idle at her moorings until a few days ago, when she was chartered by Government to assist in landing troops at Obbia,—which employment, however, cannot be considered as altogether within the scope of the Aden Port Trust.

All the shipping agents in Aden are well equipped with tugs, which are kept under steam day and night, and none of the vessels frequenting the Port are ever likely to require the services of the Port Trust Tug; nor has the Port Trust any plant requiring

towage by such a powerful craft. The Trustees have evidently now recognised that this is the case, for, in order to provide employment for the superfluous tug, they have recently applied for, and obtained, the sanction of the Bombay Government to reclaim a portion of the foreshore at Tawahi, utilising for the purpose this tug to tow the punts, bringing the filling-up material. The total cost of this scheme is to be Rs. 1,50,000, taken from the present balance and current revenues of the Trust; no details are given as to revenue (if any) to be derived from this reclamation.

In the Budget for 1903-04, just passed by the Aden Port Trust, the estimated income for the year is Rs. 3,48,650 and the estimated expenditure Rs. 4,57,238, the deficit of Rs. 1,08,588, on the year's working being mainly attributable to the sum of Rs. 1,00,000 (being the first instalment of Rs. 1,50,000) appearing in the expenditure on account of the foregoing scheme. The estimated probable balance (reserve fund) on 1st April 1903 is Rs. 1,74,232, and on 31st March 1904 is Rs. 65,644.

The Chamber is of opinion that it is not sound finance to reduce the reserve of the Trust to such a low figure as the above, merely for the sake of carrying through a scheme which does not appear in any way to benefit the commercial interests in Aden, which provide every penny of the funds handled by the Port Trust. I am directed to point out that even when the Port Trust reserve fund amounted to the handsome sum of Rs. 1,66,250 the Trust proposed to levy enhanced mooring fees; and it may, therefore, be reasonably anticipated that when the balance is reduced to Rs. 65,644 the Trustees will find it still more desirable (from their point of view) to establish additional taxes on shipping and trade.

I enclose herewith a copy of the minutes of the Annual General Meeting of this Chamber, in which reference is made to this subject; and I am earnestly to ask you to once more support this Chamber by making representations in the proper quarter that such unremunerative large outlays by the Aden Port Trust are viewed by the commercial community with feelings of alarm. The most important matter at present before the Trust is the continued deepening of the inner harbour; and this should occupy their attention almost exclusively until its successful completion,—after which further schemes may be considered and more funds will then be available.

Nor should the often reiterated wish of the merchants be overlooked, *viz.*, that at the earliest possible moment the Port Trust charges should be reduced. One of the findings of the late Aden Port Commission was, that the local charges should be kept down to the lowest possible level; but up to now the Aden Port Trust has shown no signs of assisting towards this object, while, on the contrary, these expensive and unnecessary outlays are altogether opposed to that desirable consummation.—Yours, &c.,

G. WANDALL, Honorary Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 20th February 1903.

THE HONORARY SECRETARY, ADEN CHAMBER OF COMMERCE, ADEN.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 31st instant, with enclosures relating to the proposal of the Aden Port Trust to impose additional mooring fees.

I am to say that in November 1901, my Committee were instrumental in getting this same question included in the reference to the Aden Port Commission then about to meet. The matter having been gone into by that body, and this Chamber having some months ago furnished Government with a statement of its views upon the report of the Commission, they do not think that any useful purpose would be served by fresh intervention on their part at this stage.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX XX.

PORT OF ADEN.

Deepening of the Inner Harbour.

Chamber of Commerce,
Aden, 30th October 1903.

The Secretary, Chamber of Commerce, Bombay.

Dear Sir,—As your Chamber has always shown an active interest in and sympathy with the trade of Aden and in taking the necessary steps in India to assist this Chamber in furthering the welfare of the mercantile community of Aden, my Committee direct me to lay the following matter before you with the request that you will be good enough to place the facts before the Government of Bombay and the Government of India at your early convenience :—

The reclamation of Tawahi Bay is proceeding very slowly, and, as the discharging of mud from the Dredger into the Port Trust punts seems likely to cause considerable delay to the dredging of the harbour, my Committee desire to suggest that the Government should be approached with a view to obtaining not a grant of £80,000 as asked for in the Aden Commission Report of 1901, but the loan of one or two of the Dredgers now employed at Gibraltar, and which my Committee understand will very soon be available.

I am directed to say that there is good reason to believe that this suggestion will be supported by the Government of India and also by the Admiralty.

It would be desirable if the Imperial Government would provide the crews and staff for making the Dredgers in Aden free of charge, but, failing this, my Committee see no reason why the Port Trust should not meet this expenditure out of surplus revenue or by a small loan.

The work could be done far better and more expeditiously by the staff now attached to the Dredgers than it could be by a staff engaged locally.

My Committee consider this matter to be one of the greatest urgency in view of the facilities now being offered at Jibutil, which are calculated to divert steamers from Aden, particularly during the south-west monsoon, when it is impossible to work in the outer harbour and when the inner harbour is very crowded.

The Dredging of this harbour has always been recognized as of the greatest importance to the Port, and as there are at present only 4 or 5 moorings in the inner harbour suitable for deep draught ships, most of which have been, on several occasions lately, taken up by British and Foreign Cruisers, it is most inconvenient for merchant vessels who have, by tolls and dues, paid for the maintenance of such buoys and also for the dredging of the harbour without any financial assistance from Government.

I am further directed to tender the thanks of my Committee for any trouble your Chamber may be put to in this matter.—Yours, &c.,

E. S. INWARDS, Honorary Secretary.

CHAMBER OF COMMERCE, 12th November 1903.

THE SECRETARY, CHAMBER OF COMMERCE, ADEN.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 30th October on the subject of the deepening of the inner harbour at Aden, and the proposal that Government should be moved to procure the loan for this purpose of one or two of the Dredgers now in use at Gibraltar. In that letter you invite my Chamber to address Government in the matter, but you do not say whether your Chamber have themselves communicated with Government regarding it. You will have understood from previous letters from my Committee that they have a certain reluctance to be the first to move Government in matters relating to Ports other than Bombay; and in the present instance they would not feel that their keen and material interest in the development of Aden as a Port would justify them in departing from their traditions. They direct me to say, however, that if your Chamber will address Government in the matter and will furnish my Committee with a copy of your letter, they will consider it sympathetically and have little doubt that they will be able to support it in principle.—

Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
ADEN, 12th December 1903.

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—I am directed to acknowledge the receipt of your favour of the 12th November with the thanks of my Committee for the promise of support from your Chamber to our application for the loan of some of the dredgers now employed at Gibraltar for the purpose of deepening and widening the channel of the Aden inner harbour.

Herewith I beg to hand you a copy of a letter sent to the Secretary to His Excellency the Governor of Bombay on the subject. Copies have also been forwarded to the Bengal and Karachi Chambers of Commerce. I am directed to tender the thanks of my Committee in anticipation for any steps you may be good enough to take in assisting us to carry this very desirable arrangement through.—I remain, &c.,

E. S. INWARDS, Hony. Secretary.

CHAMBER of COMMERCE,
ADEN, 4th December 1903.

TO MAJOR-GENERAL P. J. MAITLAND, C.B., POLITICAL RESIDENT, ADEN.

SIR,—I have the honour to inform you that I am directed by my Committee to send you the enclosed letter, addressed to the Secretary to His Excellency the Governer of Bombay, with the request that you will be good enough to forward same to its destination, and the hope that you will lend your support to the application contained therein.

My Committee consider the matter to be of the greatest urgency, and therefore trust you will deal with it at your earliest convenience. —I have, &c.,

E. S. INWARDS, Hony. Secretary.

CHAMBER OF COMMERCE,
ADEN, 4th December 1903.

TO THE SECRETARY TO HIS EXCELLENCY THE GOVERNOR OF BOMBAY.

SIR,—I am directed by the Committee of the Aden Chamber of Commerce to submit their views for the consideration of Government on the deepening and widening of the inner harbour.

The question of enlarging and deepening the Aden Harbour has frequently been discussed, and its importance is now generally recognized, but the amount required for the purpose, which is estimated by the Aden Port Trustees at about £80,000, is far more than the Port could meet without further taxing the shipping and mercantile community which would be very detrimental to the development of the trade of Aden. It would, therefore, appear that assistance from the Imperial or Indian Government is necessary.

The Aden Port Trustees, in 1901, applied for a grant of £80,000, but the Lords Commissioners of the Admiralty were of opinion that there were many other urgent needs which should have precedence over an undertaking which, at that time, was not considered of pressing importance from a strategical point of view.

The importance of further extensive dredging was realized by merchants and shipowners as far back as 1885, when a memorial, signed by a large number of owners of steamships, was addressed to Her Majesty's Secretary of State for India on the subject, and again in June 1899.

Since that time the need for deepening and widening the harbour has greatly increased in consequence of the ever-increasing size of steamers and a greater number of vessels calling here.

Dredging operations have proceeded slowly and have now to be suspended for three or four months in consequence of the dredger having to be sent to Bombay to be docked and repaired.

There are only four or five of the moorings suitable for deep draught ships, and it frequently happens, when a number of British and Foreign cruisers are in the harbour, that merchant steamers have to anchor outside, where working during the south-west monsoon is almost impossible.

It is needless to say that battleships cannot enter even on the most favourable tides.

The uncertainty of securing a safe mooring naturally tends to divert steamers, particularly when Commanders are served immediately on with the following notice :—

ADEN PORT RULES.

No. 5—"Before any vessel drawing more than 17¼ feet is piloted "into the inner harbour her master may be required to give a "certificate to the Conservators of the Port that, should the "vessel ground at low water, the master will take upon himself all responsibility for damages that may be sustained by "the vessel in so grounding."

There is every reason to fear that this risk and uncertainty are likely to divert steamers to Djiboutil, where every effort is being made by the French Authorities to secure the trade for direct shipment instead of *via* Aden.

The Committee and almost the entire commercial community are of opinion that the deepening and widening of the inner harbour is of vital importance and necessary to the development of the trade of this Port, which will otherwise diminish in favour of the Port of Djiboutil.

The Committee of the Chamber understand that a number of Government dredgers now employed at Gibraltar will soon be idle, and they venture to suggest that Government be asked to obtain the loan of one or two of these dredgers which, there is every reason to hope, would soon complete the work required, particularly if the present crews remained in charge, skilled labour being very difficult to obtain locally.

It would be desirable if the Imperial Government would provide the crews and staff free of charge, but failing this the Committee see no reason why the Aden Port Trust should not meet this very necessary expenditure out of the surplus revenue or by a small loan.

Trusting that this application will meet with the favourable consideration of Government.—I have, &c.,

CHAMBER OF COMMERCE,

BOMBAY, 28th December 1903.

THE SECRETARY TO GOVERNMENT, MARINE DEPARTMENT, BOMBAY.

SIR,—The Committee of the Aden Chamber of Commerce have forwarded to the Committee of the Bombay Chamber of Commerce a copy of a letter addressed by them to Government on the 4th December on the subject of the deepening of the inner harbour in their Port. This matter is one to which the Committee of the Bombay Chamber have for many years attached great importance and with which they have dealt in successive letters addressed to Government. The Committee do not, therefore, think it necessary to discuss the matter afresh, but they direct me to express to Government the hope that the representations of the Aden Chamber may receive favourable consideration, and that, if the statement as to the availability of certain dredgers at Gibraltar is correct, an effort may be made to procure the use of them.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX YY.

SHIPPING.

RUNNING AGREEMENTS BETWEEN MASTERS AND SEAMEN OF FOREIGN-GOING VESSELS.

No. 397-G. OF 1903.

MARINE DEPARTMENT,
BOMBAY CASTLE, 22nd October 1903.

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—I am directed to state that it is the practice of the Bombay Shipping Office to draw up running agreements between Masters and Seamen of Foreign-going vessels terminable six months subsequent to the date of the agreement. This practice, I am to say, is contrary to Section 23 of Act I of 1859, which stipulates that "no such agreements shall extend beyond the next following 30th day of June or 31st day of December or the first arrival of the ship at her port of destination in India after such date." A proposal is now before Government to bring the practice into conformity with the law, and I am desired to request that Government may be furnished with an expression of the opinion of the Chamber whether much practical inconvenience will result from the strict enforcement of Section 23 of Act I of 1859, whereby running agreements must terminate on the dates prescribed in that section and cannot uniformly extend for six months according to the present practice. —I have, &c.,

A. M. T. JACKSON, Acting Secretary to Government.

CHAMBER OF COMMERCE.
BOMBAY, 6th November 1903.

THE SECRETARY TO GOVERNMENT, MARINE DEPARTMENT, BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 397-G., dated the 22nd October, relating to the proposal to bring into conformity with the provisions of Section 23 of Act I of 1859 the practice in respect of running agreements between Masters and Seamen of Foreign-going vessels.

2. In compliance with the request of Government for an expression of the opinion of the Committee as to whether much practical inconvenience would result from a strict enforcement of the section referred to, the matter has been discussed by my Committee, who direct me to say that the inconvenience would be great. It is understood that running agreements for vessels employed on short voyages terminable six months after date of signature have been in force for some years, and that the practice was introduced by a former Shipping Master in anticipation of the passing of a Bill which was introduced for the legislation of such agreements but which was afterwards dropped. The practice is a convenient one. It is not understood that it has in experience been found to be undesirable, and the Committee have no doubt that the enforcement of a law making all such agreements terminable on the 30th June or 31st December would entail much inconvenience and additional expense.

3. In conclusion, I am to express the hope that Government will amend the law in such a manner as to regularise the present practice, and I am to suggest that this might be effected by the passing of a law somewhat on the lines of Section 116 (4) of the English Act of 1894.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX ZZ.

SHIPPING.

Coasting Trade.
Cargo Landed at Intermediate Port.

To the Chairman, and Committee of Management of Chamber of Commerce, Bombay.

Bombay, 12th March 1903.

Gentlemen,—While inviting your attention to the accompanying correspondence relative to a cargo of roofing tiles from Mangalore, which though shipped for Bombay never reached it, we the undersigned traders beg to observe, that the grievance is one, which from its character threatens injuriously to affect the local coasting trade in general; and when it is remembered what the variety and volume of that trade is, an idea will be formed of the harm and danger to it, if grievances of the kind are treated as without remedy, except the doubtful remedy of civil and criminal proceedings.

The undersigned representing (though not formally so) the coasting trade of this city, beg to state that the question is one, which is of sufficiently wide and general importance to merit the attention of your Committee; for what has happened or rather happens in the case of roof tiles, and such other non-perishable cargo, has happened and happens in the case of perishable cargo also, and the injury in that case is a great deal more than in the case of non-perishable goods.

The owners of the Country Craft employed in the coasting trade are, as often as not, residents of up-country, and even when residents of this place are often absent to their country homes, and the Tindals and Crews are of course men of a class whose whereabouts it is next to impossible to trace in time, for the purpose of any effective remedy.

The result, under circumstances like those mentioned in the correspondence, generally is, a heavy loss, let alone waste of time and the infliction of annoyance.

We therefore venture to think that this is a matter well worth the attention of your Committee, and pending any better remedy, which the Committee may be able to suggest, the expedient pointed out in the correspondence will, it is hoped, have their approval and support. If so, the Committee will be pleased to convey to us an expression of such approval, and also to take such further action in the direction suggested or otherwise as may appear to them fitting. The expedient suggested in the correspondence simply is that, Tindals unloading the cargo at any Port or place other than that of destination, whether under stress of weather or otherwise, except at the express direction of the shipper or the consignee, shall be refused a Port clearance except one for the express purpose of conveying the cargo to its place of destination under the bill of lading.

Trusting that your Committee will kindly take up this matter, and give their powerful support to the suggested remedy for a growing evil, and also suggest any other remedy that may occur to them as practicable and adequate.—We remain, &c.,

WARDEN & Co.
ALVARES & Co.
M. C. P. *for* B. PINTO.
M. NANJI KALIAN.

(*Correspondence referred to.*)

THE COMMISSIONER OF CUSTOMS, SALT, &c., BOMBAY.

BOMBAY, 17th October 1902.

SIR,—We beg to bring to your notice that a country vessel named Pattimar "Jayluxmi," Tindal Vishnoo Yittoo Dhuri, had loaded 26,000 tiles in Mangalore on the 3rd of May last consigned to us in Bombay. The Tindal on his arrival at Achra (Malvan) wired to us to say that the vessel was leaking, and so he landed the tiles there. At the opening of the season, *i.e.*, in September last, the Tindal wrote to the shippers in Mangalore, Messrs. J. H. Morgan & Sons, asking them some cash for expenses and balance freight. Messrs. J. H. Morgan & Sons sent us the letter, and we immediately

sent to the Tindal a sum of Rs. 50 by Money Order and a registered notice, both of which we regret to say were refused by the Tindal. We may here state for your information that the Tindal was not entitled to any expenses incurred by him as per the terms of Bill of Lading, and the balance of freight was only payable in Bombay, after the safe delivery of the goods in Bombay. The vessel, we hear, left the Port of Achra without bringing the tiles to Bombay as per the original manifest, but sailed for Kumpta. We now learn that the vessel has arrived here from Kumpta, and has anchored at the Mallet Bunder.

Two of our vessels took shelter for the rains at Malvan and Achra, and although we wrote to the Sirkarkun at Malvan not to allow the vessels to leave the Port without bringing the tiles here, we find he allowed the above one from Achra to leave the Port without re-shipping the tiles to its destination, thereby putting both the shippers and ourselves to heavy loss and expense. Under the above circumstances, we beg of you to send for the Tindal and order him to deliver the tiles here as per the original Custom's Manifest and Bill of Lading, for which we shall feel ever thankful to you.

If we are not protected by the Customs authorities in this matter the Tindals, we regret to say, will always give the merchants such troubles and put them to heavy loss.

Requesting to be favored with a reply.—We are, &c.,

ALVARES & Co.

BOMBAY, 31st January 1903.

Subject.

Complaining that the Sirkarkun of Malvan should not have given port-clearance for Kumta to the Tindal of the Phatimar "Jayluxmi," and requesting to compel the Tindal to deliver the tiles in Bombay, &c.

In reply to their petition, dated the 17th October last, on the subject noted in the margin, Messrs. Alvares & Co. are informed that the undersigned has considered the facts of the case, and has come to the conclusion that the Bunder Karkun at Malvan was correct in granting the Tindal of the Pattimar "Jayluxmi" a port-clearance for Kumpta, and that the Department cannot now compel the Tindal to remove the tiles to Bombay. The question of any loss resulting to petitioners

from failure on the part of the Tindal to deliver the tiles in Bombay, as originally agreed upon, seems a matter of decision by Civil Courts.

E. L. CAPPEL, Ag. Commissioner of Customs, Salt, Opium and Abkari.

THE COMMISSIONER OF CUSTOMS, SALT, OPIUM, AND ABKARI, BOMBAY.

BOMBAY, 4th February 1903.

SIR,—We have the honor to acknowledge receipt of your No. 545, dated 31st ultimo (received on the 3rd instance), and in reply, we regret very much to hear that the Bunder Karkun of Malvan was right. We may here again state for your information that two vessels "Mundra" and "Jayluxmi" had taken shelter at Malvan and Achra, respectively. The Sirkarkun of Malvan ordered the Tindal of "Mundra," and sent him with the goods (tiles) to Bombay, but the Bunder Karkun of Achra did not do so in the case of "Jayluxmi," thereby putting us to some loss, for which we have taken legal steps against the Tindal. If necessary we shall be glad to furnish you with copies of correspondence passed between us and the Sirkarkun of Malvan in the matter. Some other vessels had also taken shelter at Ratnagiri, and the Sirkarkun there also compelled the Tindals to deliver the goods here.

The Tindals of some vessels which leave Mangalore with tiles for Bombay about the end of April or early in May annually do generally go and take shelter either at their native places or some nearer Ports on the Konkan Coast lines, and then inform either the shippers or consignees, pretending to say that they cannot come to Bombay on account of bad weather. We are thereby put to heavy loss, and will thank you to protect us, that the Tindals do not leave the goods (tiles) at an intermediate Port, and clear away for another Port without delivering the goods to their original destination as per Bill of Lading, by your kindly taking such steps as may prevent Sirkarkuns of the Konkan Coast Ports especially to see the Tindals of vessels do carry goods to their original destination, for which we shall feel extremely thankful to you.

Hoping to be excused for troubling you in this matter, which is of so great an importance to shippers on the Western Coast.—We are, &c.

ALVARES & Co.

BOMBAY, 16th February 1903.

In reply to their letter No. 87, dated the 4th instant, on the subject noted in the margin, Messrs. Alvares & Co. are informed that, as already stated, the Commissioner cannot interfere in such cases, which are for disposal by a Civil Court if remedy is ought.

Subject.

Complaining that the Sirkarkun of Malwan should not have given port-clearance for Kumpta to the Tindal of the Phatimar "Jayluxmi" and requesting to compel the Tindal to deliver the files in Bombay.

2. It is no part of the duty of the Sirkarkuns to interfere in such disputes.

E. L. CAPPEL,
Ag. Commr. of Customs, Salt, Opium and Abkari.

CHAMBER OF COMMERCE,
BOMBAY, 23rd March 1903.

THE SECRETARY, BOMBAY UNDERWRITERS' ASSOCIATION.

DEAR SIR,—In handing you the accompanying letter from Messrs. Warden & Co., together with the enclosures referred to, I am directed to say that, before dealing with the matter, the Committee of the Chamber would be obliged if your Committee would favour the Chamber with their opinion on the points submitted.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

UNDERWRITERS' ASSOCIATION,
BOMBAY, 31st March 1903.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE,
BOMBAY.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 23rd instant, together with a letter from Messrs. Warden & Co. (and others) and copies of the correspondence referred to.

2. The matter has received the careful consideration of the Committee, and I am to say that the expedient suggested in the papers—namely, that Tindals unloading cargo at any Port or place

other than that of destination, whether under stress of weather or otherwise, except at the express direction of the shipper or the consignee—should be refused port-clearance, seems to them to be worthy of support.

3. With reference to the suggestion of the Commissioner of Customs that cases such as those referred to, should be submitted to a Civil Court for decision, I am to remark that such a procedure though good enough in theory is generally impracticable with a class of people like Tindals whose whereabouts are uncertain, and from whom there would be little likelihood of obtaining any compensation.—I remain, &c.,

C. J. MICHAEL, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 17th April 1903.

THE COMMISSIONER OF CUSTOMS, SALT, OPIUM AND ABKARI,
BOMBAY.

SIR,—The Committee of the Bombay Chamber of Commerce have received from certain merchants in Bombay a representation, accompanied by correspondence exchanged with you, regarding the failure of country vessel Pathimar "Jayluxmi" to deliver in Bombay a cargo of tiles shipped by her for that Port from Mangalore on the 3rd May 1902. Your letter No. 377 of 1903, dated 16th February last, may be quoted for reference.

2. The Committee understand that the correctness of the statement of facts made in the letter of Messrs. Alvares & Co., dated 17th October 1902, is not disputed. Neither have the Committee any reason to doubt the correctness of your decision that under the law, as it stands, the Bunder Karkun of Malwan was right in granting the Tindal a port-clearance for Kumpta and that the Department had no power to compel the Tindal thereafter to bring the tiles to Bombay. They believe, however, that incidents of the kind in question are somewhat common and that it would be well that steps should be taken to set a limit to them. The remedy suggested by you, *viz.*, proceedings in a Civil Court, is for all practical purposes non-existent as the Tindals of country craft are inaccessible and men of very small means.

3. I therefore have the honour to enquire on behalf of the Committee whether there is in your opinion any reason why the Local Government should not issue under Section 157 of the Sea Customs Act an amendment of Rule 209, making the provisions of Section 64, clause (*d*), applicable to pathimars as well as to steamers and square-rigged vessels.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 4645 of 1903.

FROM

J. L. JENKINS, Esq., M.A., I.C.S.,
COMMISSIONER OF CUSTOMS, SALT, OPIUM AND ABKARI,
BOMBAY.

To

THE SECRETARY TO THE CHAMBER OF COMMERCE.

BOMBAY, 28th August 1903.

SIR,—In reply to your letter dated the 17th April last, I have the honour to state that after consulting the Law Officers of Government, I regret that I am unable to accept the Chamber's suggestion that Section 64 *(d)* of the Sea Customs Act should be extended to coasting vessels, since the provisions of that Section are inapplicable to the conditions under which country craft ply.

2. In the specific case mentioned in your letter the original mistake was on the part of the shippers in sending a cargo up the coast by country boat so late in the season. As might be expected the vessel was unable to complete the voyage, put in at Achra, a small coast Port, and there landed cargo. On the opening of the fair season the Tindal requested the shippers to defray the expenses, which they omitted to do, and the Tindal then left for Kumpta leaving the cargo at Malwan. Even if the Customs' Authority at Achra had power to refuse port-clearance he would not be justified in exercising the power in such a case.—I have, &c.,

J. L. JENKINS,
Commr. of Customs, Salt, Opium and Abkari.

APPENDIX AAA.

MARINE ACCIDENTS.

COURTS OF INQUIRY.

WRONGFUL DETENTION OF VESSEL.

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

BOMBAY, 13th May 1903.

S. S. "Jumna."

DEAR SIR,—This steamer before reaching Bombay touched ground in the Mozambique Channel. She reached Bombay on the 29th April and after making the required repairs, she took a general cargo for Europe and was ready to sail last night, the 12th instant.

At the very last moment the Captain was informed that he cannot leave the Port as a Court of Inquiry has been ordered.

We think that the authorities concerned could and should have taken steps to hold the Marine Inquiry much earlier ; fourteen days have lapsed between the date of arrival and readiness to sail, during which the authorities had ample time to hold a Court of Inquiry.

As they had managed things, we understand that the steamer will be detained for fully a week, before she can proceed, which means an unnecessary loss to the owners of the steamer and to the shippers.

On a similar occasion* you addressed the authorities concerned, and we think it would be advisable to again draw their attention to the slowness with which they proceed in such matters which naturally works against the interests of the Port.—Yours, &c.,

per pro. Ralli Brothers,

A. ZYGOURAS.

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* *Note* by Secretary —There is no record of the case referred to.

BOMBAY, 15th May 1903.

S.S. "Jumna."

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—In continuation of our letter of the 13th instant, we have this morning heard that in consequence of a telegram received from the Bombay Government from Mahableshwar, the inquiry will be held in England and the steamer is allowed to proceed to her destination. Therefore there has been an unnecessary loss of four days, due to some official's negligence and delay to make the required enquiries in time.—Yours, &c.,

per pro. Ralli Brothers,
A. ZYGOURAS.

CHAMBER OF COMMERCE,
BOMBAY, 20th May 1903.

THE PORT OFFICER, BOMBAY,

SIR,—Complaints having been made to the Committee of the Chamber of Commerce respecting the detention of the S.S. "Jumna" in Bombay through delay in the issue of orders respecting the holding of a Marine Court of Inquiry, I have, under their instructions, the honour to beg that you will favour them with information as to whether notice of the grounding of the vessel was given on her arrival in Bombay and as to the steps taken by you in the matter. —I have, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY PORT TRUST.
No. 1805-7 OF 1903.

FROM THE PORT OFFICER,

TO THE SECRETARY, CHAMBER OF COMMERCE.

BOMBAY, 21st May 1903.

SIR,—In reply to your letter of 20th instant, I have the honour to inform you that no report of the grounding of the S.S. "Jumna" was made to me on her arrival on 29th April; it was accidentally discovered by the Government Surveyor on 2nd May 1903, on which date necessary action was taken by this Office, but as her Master stated, he had reported the grounding at Colombo, enquiry was made by wire to the Master Attendant there, to ascertain if

this was so and what action had been taken by him. On receipt of his reply that no report had been made there, a preliminary enquiry was held and proceedings forwarded to Government of Bombay in usual course. Time would have been saved had the Master reported the grounding immediately on his arrival; his reasons for not doing so being that he had made due report at Colombo and this has since been ascertained (by letter from Master Attendant received yesterday, 20th instant) to be the case. There was no delay in this office. For further information, if required, I refer you to the Secretary to Government in the Marine Department.—I have, &c.,

C. W. R. HOOPER, Commander, R.I.M.,
Offg. Port Officer, Bombay.

CHAMBER OF COMMERCE,
BOMBAY, 4th June 1903.

THE SECRETARY TO GOVERNMENT, MARINE DEPARTMENT, BOMBAY.

SIR,—Complaints have been made to the Committee of the Bombay Chamber of Commerce respecting the detention of the S.S. "Jumna" in Bombay through delay in the issue of orders for the holding of a Marine Court of Inquiry. The information placed before the Committee is as follows:—

The steamer, before reaching Bombay, touched ground in the Mozambique channel. She reached Bombay on the 29th April and after effecting the necessary repairs she took a general cargo for Europe and was ready to sail on the night of the 12th May. At the last moment the Captain was informed that a Marine Court of Inquiry has been ordered, and that the vessel would be detained for that purpose. Subsequently, *i.e.*, on the 15th May, intimation was received from the Bombay Government that the inquiry would be held in England and the steamer was accordingly allowed to proceed on her voyage after losing four days in Port. Inquiries instituted by the Committee show that no report of the grounding was made to the Port Officer on the steamer's arrival on the 29th April; it was accidently discovered by the Government Surveyor on the 2nd May, on which date certain action was taken by the Port Officer, but as the Master of the vessel stated, he had reported the grounding at Colombo, inquiry was made by wire to the Master Attendant there, if this was so and what action had been taken by

him. On receipt of his reply that no report had been made there, a preliminary enquiry was held by the Port Officer and the proceedings forwarded to Government in the usual course. Time would, doubtless, have been saved had the Master reported the grounding immediately on his arrival; but his reason for not doing so was, that he had made due report at Colombo, and this was subsequently ascertained to be the case.

In view of these facts the Committee are at a loss to understand, firstly, why steps involving the serious delay of the vessel should have been taken by Government before proper enquiries had been made of the authorities at Colombo, that being the Port at which a report of the accident would in ordinary course be made: secondly, why, if steps were to be taken they should not have been taken immediately on the arrival of the steamer at Bombay.

In addressing Government on this subject I am respectfully to beg that the matter may be laid before H. E. the Governor-in-Council in order that instructions may be issued with the view to obviating similar delays in future.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

No. 199-G. OF 1903.

MARINE DEPARTMENT,

BOMBAY CASTLE, 22nd June 1903.

TO THE CHAIRMAN, CHAMBER OF COMMERCE, BOMBAY.

SIR,—I have the honour to acknowledge the receipt of your letter of the 4th instant, regarding the delay that occurred in the issue of orders for holding a Court of Enquiry in the case of the S.S. "Jumna," and in reply am directed to state that on enquiry His Excellency the Governor-in-Council finds that the facts of the case are as follows :—

The "Jumna" arrived in Bombay on the 29th April. The Port Officer was informed by the Government Surveyor, not by the Master, on the 2nd May, that the steamer had grounded. On the

same day the Master was called upon for his report, but he did not furnish it to the Port Officer till the 5th. On the latter day a telegram was sent by the Port Officer to Colombo to ascertain if a report of the grounding had been made there, and on the 7th a reply was received in the negative. A preliminary enquiry was made by the Port Officer on the 8th, and the papers having been submitted to Government, he was informed on the 12th that a Court of Enquiry would be held. Formal orders appointing the Court were issued on the morning of the 13th, and on the receipt, on the 14th, of a telegram from the Secretary of State to the effect that an enquiry would be held by the Board of Trade, the release of the vessel was immediately ordered.

2. I am to observe that, as the accident was not reported by the Master till the 5th May, the enquiry could not be held *immediately* on the arrival of the steamer, and that the whole of the detention after the 7th May was due to the receipt of the incorrect report from Colombo.

3. I am to add that the Officers of Government are aware of the importance of dealing promptly with cases in which Courts of Enquiry are to be held, and that no avoidable delay is allowed to occur.—I have, &c.,

A. M. T. JACKSON, Acting Secretary to Government.

APPENDIX BBB.

PORT OF BOMBAY.
APPOINTMENT OF ENGINEER AND SHIPWRIGHT SURVEYOR.

PROPOSED CURTAILMENT OF TENURE OF APPOINTMENT.

No. 376-G. OF 1903.

MARINE DEPARTMENT,
BOMBAY CASTLE, 9th October 1903.

To THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—I am directed to state for the information of the Chamber that Government have under consideration a proposal to limit the tenure of the appointments of the Engineer and Shipwright Surveyor at the Port of Bombay, which are held by Officers of the Royal Indian Marine, to three years instead of five years, as at present, and to request the favour of the opinion of the Chamber on the proposal.—I have, &c.,

A. M. T. JACKSON, Acting Secretary to Government.

BOMBAY, 13th October 1903.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE, BOMBAY.

SIR,—We have lately been considering the desirability of asking the Committee of the Chamber of Commerce to address Government with regard to the somewhat frequent changes which are made in the appointments of Government Engineer and Shipwright Surveyors to the Port and to ask whether it is possible that steps may be taken to ensure a longer tenure of their posts.

We understand that the present rules allow the position to be held for five years, but experience shows that of late the appointments have been made for much shorter periods, and we now regret to learn that it is proposed to reduce the maximum duration of tenure of this office to three years.

A constant change of these officials, who may each have different methods, means extra work and extra expense to the Shipping Companies while experience is being gained of the class of vessels on which they have to work. We should, of course, be the last to suggest that these surveys should not be as minute and thorough as possible and we do not fail to recognise the great advantage it is to all concerned that they should be so, but at the same time we hold strongly that they can be carried out in as efficient a manner

as can be desired and with an avoidance of unnecessary work and expense if the Surveyors are men who have been sufficiently long in their appointments to gain the necessary local experience.

We are of opinion that these appointments should if possible always be made for the full five years if not longer, and would beg to request you to address Government to this effect.—We are, &c.,

FRANK RITCHIE, Superintendent, P. &. O. S. N. Co.
per pro. MACKINNON, MACKENZIE & Co.,
R. G. MONTEATH, Agent, British India S. N. Co.
F. CROCCO, Agent, Navigazione Generale Italiana Florio Rubattino United Cos.
E. SCARPA, Agent, *for* the Austrian Lloyd's S. N. Co.
T. KUSMOTO, Manager, *for* the Nippon Yusen Kaisha.
W. & A. GRAHAM & Co., Agents, Anchor Line.
SHEPHERD & Co.

SECRETARY'S OFFICE,
BALLARD ROAD, BOMBAY, 28th October 1903.
No. 5042.

TO THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—I am directed to say that the Board have received intimation that Government have under consideration a proposal to limit the tenure of the appointments of the Engineer and Shipwright Surveyor at the Port of Bombay, which are held by Officers of the Royal Indian Marine, to three years instead of five years, as at present, and the Trustees have been asked by Government for their opinion on the proposal.

2. It is understood that a similar reference has been made to the Chamber of Commerce, and I am directed to ask that the Trustees may be informed of the conclusions which the Chamber of Commerce have formed on the question.—I have, &c.,

H. E. HART, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 30th October 1903.

THE SECRETARY TO THE GOVERNMENT OF BOMBAY,
MARINE DEPARTMENT, BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 376-G, dated the 9th instant, on the

subject of the proposal to limit the tenure of the appointments of the Engineer and Shipwright Surveyor at the Port of Bombay to three years instead of five as at present.

2. The matter has been carefully considered by the Committee, who have also had before them a representation on this subject received from the leading shipping Companies in Bombay. The Committee are of opinion that the proposed change would not contribute to efficiency. The work of these officers requires experience. Frequent changes in the staff, with attendant changes of method, entail extra work and expense and delay on the shipping Companies while such experience is being acquired. The members of the Chamber of Commerce are not less concerned than Government that the surveys should be done in an efficient manner; but in their view it is essential to efficiency that the work should not be attended by avoidable inconvenience; and apart from this consideration they submit that the work is performed with more thoroughness by an officer of local experience. It is indeed in the view of my Committee doubtful whether if a change were not to be made, it ought not to be made in the sense of an extension of the present period of five years. It is, therefore, the opinion of my Committee that the period should be one of not less than five years; and they would urge that an endeavour be made to avoid such changes of staff as have in recent years greatly curtailed the actual tenure of the appointment.—I have, &c.,

J. M. DICK, Chairman.
FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 30th October 1903.

THE SECRETARY, BOMBAY PORT TRUST.

SIR,—With reference to your letter No. 5042 of the 28th instant, I am directed by the Committee of the Bombay Chamber of Commerce to hand you copy of a letter addressed by the Chamber to Government on the subject of the proposal to limit the tenure of the appointments of the Engineer and Shipwright Surveyor of Bombay to three years instead of five as at present.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX CCC.

DOCKS.

Extension Scheme.

Bombay Port Trust.

Secretary's Office,

Ballard Road, Bombay, 10th February 1903.

No. 628.

To The Secretary, Chamber of Commerce, Bombay.

Sir,—I am directed to forward a general plan No. $\frac{5702}{L^2}$ E, showing proposals for an extension of the Wet and Dry Docks accommodation which the Trustees think should be proceeded with as soon as possible in view of the rapidly expanding trade of the Port and the insufficiency of the present docks to provide adequately for present requirements and especially for the long and deep drafted vessels of the present day.

2. As such a scheme will necessarily take some years to fully complete, it is most advisable to allow a wide margin for future development and the proposals contemplate provision for vessels 700 feet in length between perpendiculars drawing up to 32 feet. They further make provision for a deep water wharf at the pier head at which Mail Steamers can land passengers without waiting for the tide to enter the docks.

3. The plan does not show either sheds or railway sidings, but I may mention that the intention is, that each berth shall be provided with ample shed accommodation as well as with loading and unloading sidings communicating direct with the main lines of Railway.

4. The Trustees feel sure the Chamber will concur with them in opinion that any scheme to be now undertaken should provide amply for future requirements and should be designed to as far as possible afford the trade of India the full benefit of the great natural advantages of the harbour.

5. The Trustees have reason to believe that with the assistance of the Revenue Reserve Fund which it is proposed to considerably strengthen, these proposals can be carried out without any addition to the rates, so that the charges on the shipping and the trade will remain as at present. The Chamber are aware that these charges compare very favourable with those levied in other Ports.

6. The Trustees will be glad to receive an expression of the opinion of the Chamber on these proposals.—I have, &c.,

H. E. HART, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 12th February 1903.

THE MEMBERS OF THE BOMBAY CHAMBER OF COMMERCE.

GENTLEMEN,—The Committee of the Chamber of Commerce direct me to inform you that the Trustees of the Port have forwarded for the opinion of the Committee a letter and plan showing the proposal for an early extension of the Wet and Dry Docks accommodation of the Port. I am to say that these papers will be shown to members calling at the office of the Chamber on the 16th or 17th instant, and consideration will be given by the Committee to any criticisms or suggestions that may be sent in up to noon of the 18th instant.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 18th February 1903.

THE SECRETARY, BOMBAY PORT TRUST, BOMBAY.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 628 of the 10th instant, accompanied by a plan, showing the scope of the proposed extension of the Wet and Dry Dock accommodation of the Port. These have been studied with much interest by the Committee and by Members specially interested in the matter and I am now to say that the opinion in regard to them is entirely favourable. The inadequacy of the present Dock accommodation is already admitted on all sides and so strongly do my Committee recognise the urgent

need for such an extension as is now proposed that they would even commend to the very serious consideration of your Board the propriety of arranging for the completion of the work in a much shorter period than appears to be contemplated.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY STEAM NAVIGATION COMPANY,
BOMBAY, 18th February 1903.

No. F-526/747.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—In reference to the plans and accompanying letter of the Bombay Port Trust now being exhibited in the Chamber *re* Dock Extension, we beg to point out that the spaces measuring 240 feet broad from edge to edge of Dock walls and which is meant for accommodation of traffic, the breadth of shed is not shown there on ; it is therefore, not clear how much of this 240 feet will be thrown into shed and how much into roadway for cart traffic. It is, therefore, very desirable that in view of the serious congestion of traffic now experienced both in Victoria and Prince's Dock walls in consequence of insufficient breadth of road between sheds and edge of Dock walls that this matter should be kept prominently in view, so that the ingress and egress traffic will be adequately met, which conditions cannot be said to prevail in the existing accommodation.

Referring to Port Trust letter accompanying the plan in question, we observe that no mention is made of the probable period in which the new works will be under construction. We, therefore, think the Chamber should recommend a period of say not more than five years in which the extension should be completed and ready for occupation.—We are, &c.,

SHEPHERD & Co.

CHAMBER OF COMMERCE,
BOMBAY, 28th February 1903.

MESSRS. SHEPHERD & CO., BOMBAY.

DEAR SIRS,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 18th instant, in which you point out the importance of the

provision of adequate space for cart traffic in the new Dock to be constructed by the Port Trustees. The matter has been duly brought to the notice of the Trustees by the Chamber's Representatives on the Board who were informed that arrangements for the purpose stated are being kept in view.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BALLARD ROAD, BOMBAY, 20th June 1903.
No. 2874.

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—I am directed to forward for the information of the Chamber a copy of a letter addressed to Government relating to certain alterations made in the design of the new docks on consideration of the report of the Board's Consulting Engineers.

2. 5 spare copies are also forwarded.—I have, &c.,

H. E. HART, Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BALLARD ROAD, BOMBAY, 11th June 1903.
No. 2689.

TO THE SECRETARY TO GOVERNMENT, MARINE DEPARTMENT, BOMBAY.

SIR,—Referring to Government Resolution, No. 48, dated 28th April 1903, I am directed to say that the suggestion made by Government as to the advisability of making the depth of the proposed Dock even greater than proposed has received careful consideration.

2. The levels proposed were—

Sill of Dock	...	...	...	R. L. 50·00
Bottom of Dock	...	...	...	,, ,, 47·00
Bottom of Dock Channel	...	...	...	,, ,, 49·00

the level of H. W. O. N. Tides being 83·25 and an allowance for clearance being made of—

1′ 3″ over sill in entrance
2′ 3″ over bottom of channel.

3. It is found that under these conditions out of 706 tides in the year there are 129 which fall short of the level of ordinary neaps, and that accordingly on these occasions the allowable draft would fall short of 32 feet and that moreover several of these tides occur consecutively during March and April, which are always busy months.

4. On the other hand if the sill and the Dock Channel are each lowered 1 foot, retaining the same depth in the dock as before (that is, 2 feet instead of 3 feet below sill), the full draft of 32 feet would be allowable every tide except 39 in the year, none of these tides would be consecutive and the deficiency in all but 17 would be less than 6 inches. With the sill at this level, moreover, vessels drawing up to 32½ feet would be able to enter or leave every tide except 84 during the year, and up to 33 feet every tide except 129 or the same as for 32 feet with the sill at R. L. 50·00. Statements are attached illustrating the conditions in this respect.*

5. It is further found that the cost of the dock channel, including the removal of the Flagstaff shoal, on the basis of a detailed series of borings would be, excluding establishment,—

If excavated to R. L. 49 Rs. 26,59,048
„ „ „ 48 „ 31,80,952

The sum provided in the approximate estimate submitted with my No. 880, dated 24th February 1903, was Rs. 28,57,000. (Rs. 30 lakhs including establishment.)

6. In these circumstances the Trustees have resolved that the sill of the entrance shall be fixed at R. L. 49·00 or 34′-3″ below H. W. O. N. T., that the Dock Channel shall be excavated to R. L. 48·00 instead of to R. L. 49·00, and that provision shall be made in the estimates accordingly.

7. I am further to say that the Board after referring the project to their Consulting Engineers, Messrs. Sir J. Wolf Barry and A. J. Barry, have, on careful consideration, resolved that—

The width of the outer harbour wall shall be increased from 250 to 425, and of the central jetty from 400 to 425 feet.

The whole dock shall be moved 100 feet further to the east to give more wharf space on the west wharf.

* These Tide Tables are omitted from this reprint.

The entrance lock shall be increased from 600 to 750 feet in length and provided with a middle pair of gates, and also with an outer pair of storm gates.

The length of the dry dock shall be increased from 800 to 1,000 feet and a second caisson provided.

The outer mole shall be of a design to serve as a wave trap to break the force of any waves at the entrance.

8. The former estimates have been thoroughly revised to incorporate these alterations and the opportunity has been taken to make separate provision for all items of work that can be foreseen including such items as the dock fences, gates, latrines, fresh water main, &c., &c.

The estimate as thus revised excluding interest during construction amounts to Rs. 3,24,56,513, *vide* abstract attached.*

9. I am to also forward for the information of Government a copy of the general plan* of new docks as thus revised. It will be observed that the accommodation it provides is largely increased. The Board, I am to say, while considering that it is in no way too large having regard to future requirements and that therefore the project to be submitted for sanction should embrace the entire scheme, are of opinion that it will be prudent in the first instance to defer certain defined sections of the work. These comprise :—

* No. $\frac{5788}{D}$

1.	The bay west of the central jetty estimated to cost including cranes and sheds and including Engineering ... ... Rs.	47,89,120
2.	Five of the large upper-storeyed (3 floor) transit sheds single floored sheds of corrugated iron being erected in their place for the temporary accommodation of trade, estimated cost, allowing for the temporary sheds, including Engineering ... Rs.	27,13,062
3.	Two of the large upper storeyed transit sheds on the Harbour Wall including Engineering ... ... Rs.	15,56,250
	Total Rs. ...	90,58,432

* Re-printed in this Report.

reducing the outlay to be immediately provided for to Rs. 2,33,98,081, or say, Rs. 234 lakhs, *plus* interest during construction which, it is estimated, will amount to Rs. 18 lakhs, making a total of Rs. 252 lakhs.

10. I am to say that no time will now be lost in submitting the detailed plans and estimates for sanction, and in the meantime I am addressing you separately regarding the provision of funds for the work.—I have, &c.,

H. E. HART, Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 30th June 1903.

THE SECRETARY, BOMBAY PORT TRUST, BOMBAY.

DEAR SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge with thanks the receipt of your letter No. 2874, dated the 20th instant, together with its accompaniments relating to certain alterations made in the design of the new docks on consideration of the report of the Board's Consulting Engineers.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

Revised approximate abstract estimate for proposed Dock with sill at 49·00 T.H.D. and bottom of Dock at 47·00 T.H.D., including widening the outer or Harbour wall and equipping it for Traffic, lengthening the dry dock, &c.

(To accompany letter to Government, No. 2689, dated 11th June 1903.)

		Rs.
1.	Dam	8,83,000
2.	Quay walls inside and outside the Dock ...	76,78,636
3.	Excavation, including filling on site of Dock, but not removal of surplus	28,29,851
4.	Excavation of Harbour wall berths	4,62,000
5.	Masonry in entrance	9,90,476

			Rs.
6.	Gates (3 pairs), 1 pair storm gates and hydraulic machinery, including engine, 86 thirty-cwt. cargo cranes, 1 fifty-ton crane, 7 capstans, pressure and return water pipes, etc., but not engine house which has already been sanctioned		20,29,000
7.	Fifteen three-floored transit sheds, covering a total area of 778,000 sq. ft.		97,25,000
8.	Dry Dock complete, 1,000 ft. long		26,26,940
9.	Excavating Channel		31,80,952
10.	Railway Sidings, 8·46 miles		4,65,531
11.	Miscellaneous—		
	Bollards	25,000	
	Paving wharves	75,000	
	Metalling wharf roads ...	1,21,000	
	Enclosure wall and gates ...	54,000	
	Swing Bridge over entrance ...	50,000	
	Fresh water-pipes	37,000	
	Latrines and sewer connections.	50,000	
			4,12,000
			3,12,83,386
	Engineering 3¾ per cent.		11,73,127
	Total Rs. ...		3,24,56,513

APPENDIX DDD.

PORT OF BOMBAY.

Dock Extension.

Wharves, &c., to accommodate Trade Displaced.

No. 3216.

Bombay Port Trust,

Secretary's Office,

Ballard Road, Bombay, 16th July 1903.

To The Secretary to the Chamber of Commerce.

Sir,—I am directed to forward for the information of the Chamber of Commerce a copy of a plan No. 5818-L-2 of the Scheme for providing at Mazagon and Tank Bunder storage area and sufficient length of wharf for the traffic in firewood, Porebunder stones coal and building materials, &c., which will be displaced at Mody Bay by the new docks.

The requirements of the various trades have been fully considered, and a comparative statement is forwarded herewith showing the present and proposed areas in regard to occupations for the several trades. In cross section the Wharves will have a slope of one to one on the water face with numerous jetties, ladders or steps and slipways, that being found a suitable arrangement at the present wharves for these particular trades. I am to add that the new wharves will have the advantage of a greater depth of water at high tide than that available at the wharves at present in use.—I have, &c.,

H. E. HART, Secretary.

Comparative Statement showing present accommodation of trade at Mody Bay to be displaced by proposed docks and proposed accommodation at Mazagon.

Trade.	Present locations.	Present.		Proposed.	
		Area.	Wharf.	Area.	Wharf.
		sq. yds.	sq. ft.	sq. yds.	sq. ft.
1. Firewood ...	Mody Bay and Mazagon Reclamation, both east and west of Magazine Street.	59,290	2,450	71,077	3,600
2. Coal ...	Mody Bay	18,022	850	21,586	1,030
3. Building Materials.	Mody Bay and allowing for increase.	1,666	300	19,554	500
4. Timber (scantlings), Bamboos, &c.	Tank Bunder (to be displaced by Coal).	4,556	250	7,766	270
5. Porebunder Stone.	Mody Bay	4,877	250	7,528	570
6. Charcoal ...	Mody Bay and Mazagon ...	4,761	...	5,000	...
7. Miscellaneous and Sundries.	Do. do. ...	6,?88	...	6,500	...

Nos. 6 and 7, Charcoal and Miscellaneous goods, will be landed at the nearest wharf available.

Note.—Wharves and cart-tracks have been included in the areas given, but not main roads.

CHAMBER OF COMMERCE,

BOMBAY, 23rd July 1903.

THE SECRETARY, BOMBAY PORT TRUST.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I beg to acknowledge with thanks the receipt of your letter No. 3216 of the 16th instant, together with a plan relating to the scheme for providing at Mazagon and Tank Bunder storage area and sufficient length of wharf for the traffic in firewood, Porebunder stone, coal and building materials, &c., and to say that the arrangements proposed appear to be very suitable.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX EEE.

DOCK EXTENSION SCHEME.

Bulk Oil Installations.

B. I. S. N. Company, Limited,

Bombay, 8th April 1903.

The Secretary, Chamber of Commerce, Bombay.

Dear Sir,—In connection with the article in the *Times of India* of 25th February 1903, regarding the Port Trust Scheme for new docks (a copy of which for ready reference we enclose herewith), we would draw the attention of your Committee to a part of the scheme which, in our estimation, should not have the approval of Government or the citizens of Bombay.

We refer to that portion which makes mention of the removal and the re-erection on the ground reclaimed in Ballard basin of the oil installations at present situated on the foreshore.

We have already protested to the Port Trustees of Bombay (and for the information of the Chamber enclose copy of our protest) against the erection of these oil tanks in so centrally situated a locality as Ballard basin, and have been told that the scheme has been modified to the extent that, instead of moving them from where they now are to this particular site, the intention is by making some alteration in the existing installations and by constructing the docks a little further out to allow them to remain where they are at present situated; but as this appears to us to be as undesirable as the original proposal as they will be then actually adjoining the new Port Trust Dock, we feel it our duty to lay the matter before the Chamber of Commerce, and to ask them to protest against so dangerous a liquid as oil being stored whether in bulk or cases in so crowded a locality.

We think we need hardly refer to the very serious conflagration of oil which has taken place recently in Calcutta. There, the Port Commissioners wisely kept the oil depôt some miles down the river from

Calcutta. Serious as this conflagration has been, involving the demolition of many thousand gallons of oil and the loss of many lakhs of rupees, such loss is infinitesimal to what the loss would have been had the Port Commissioners of Calcutta allowed, as the Bombay Port Trustees propose allowing, the installations to be erected in the town.

In the case of the Calcutta conflagration, one of the sheds to the north fired, and as the wind fortunately was from the south, the fire was kept from spreading to the bulk oil tanks and other oil sheds. Imagine the result should any similar catastrophy take place to any of the oil installations in Bombay. For instance, take the new tanks being erected at Mody Bay surrounded as they are on the North, West and South by thickly populated buildings and to the East under the new proposals by crowded warehouses and valuable shipping. In such a case no matter which direction the wind was the results would be disastrous.

We are well aware that the restrictions in connection with the storage of oil are severe; we also believe that these restrictions are faithfully carried out by those concerned, but the mere fact that such precautions are necessary show that the nature of the cargo is dangerous, and in the interests of the town of Bombay we ask the Chamber to protest against the location of oil tanks in the heart of the city of Bombay.

In connection with the cuttings from the *Times of India* of the 25th February referred to above, we would draw the attention of the Committee of the Chamber of Commerce to what may mislead Government and the public into believing that the Chamber of Commerce has considered and approved of the proposals in full. You will notice that after giving a very full programme of the Port Trustees' meeting of the 10th February, the details covering several columns in the *Times*, amongst which the removal of the oil tanks is referred to, it is stated and printed too in very large type "The Chamber approves," and then follows the letter of approval written by the Chamber of Commerce. Now this is somewhat contrary to the facts of the case. The letter from the Port Trust, Bombay, to the Chamber of Commerce was some dozen lines or so in length and enclosed a plan, but neither the letter nor the plan made any reference to the arrangement for these oil tanks. So that the question of the location of the oil tanks was not referred to the Chamber, and it is, we

maintain, misleading to print the Chamber's letter of approval below a scheme that was not submitted to them in full. We, therefore, consider that it is the duty of the Chamber to correct any misapprehension which such a communication might convey to Government and the commercial community of Bombay, which latter the Committee of the Chamber of Commerce is representative of.

Some stress has been laid upon the fact that the conflagration in Calcutta was in the sheds containing case, not bulk oil, and that although case oil, owing to the wood being saturated with oil, is readily liable to fire, that this does not apply to bulk oil. The oil is however the same in both cases, and whilst bulk oil if kept away from fire or heat or other conditions which would cause it to explode or light might or might not be free from the same amount of risk, still the conditions to keep it safe are so numerous that there must be risk attaching to its storage in localities where fire and other similar conditions are only too frequent. Under the circumstances we trust that the Chamber will strongly protest to Government against the tanks being allowed to remain in any locality which is crowded with other buildings. Even granted that the risk is small which we do not admit, still the risk is there, and considering the terrible consequences that would result in a crowded locality, we submit it is a risk that the Government should not allow the town to run.

We understand that the scheme for the new docks is before Government, and that a very early reply is expected, and we would therefore urge upon the Chamber the necessity for early action in the matter.

We know that the members of the Chamber were given an opportunity of considering the new dock scheme, having been invited to attend at the Chamber's rooms and inspect the proposals, but as we believe very few availed of this, and as the dock scheme is a very important one for Bombay, and as the question of the location of the oil is one that affects the safety of the valuable vessels that visit Bombay as also the safety of the city of Bombay itself, also because the public may have been erroneously led to believe that their representatives, the Committee of the Chamber, have considered and approved of it, we think some other means should be used to bring the case more prominently before the public.—We are, &c.,

per pro MACKINNON, MACKENZIE & Co., Agents.

A. M. MONTEATH.

B. I. S. N. COMPANY, LIMITED,
BOMBAY, 9th March 1903.

THE SECRETARY, BOMBAY PORT TRUST, BOMBAY.

SIR,—Referring to the conversation we recently had with the Honourable Mr. Hughes, your Chairman, in which he referred to the proposal of the Port Trustees to fill in the Ballard Basin and to utilise the ground so reclaimed for re-erecting the two oil installations at present in existence as well as the third one that is now in course of construction, we now beg to protest against any such use being made of a site so centrally situated as Ballard Basin.

In submitting this protest we would point out that the proposal whether looked at from a naval and military, a municipal, a commercial or even from the oil trade point of view, is one that should not be entertained by the Port Trustees of Bombay.

Large sums of money are spent upon the armament and defence of the port and town of Bombay, and the value of the expenditure of these large sums of money would, to a large extent, be thrown away if a site is allowed to be chosen for the oil installations which would enable of an enemy's shell being landed in the installation and some 30 to 40,000 tons of burning oil let loose throughout the streets of the town and over the harbour. The probability of war happily is remote, but remote as the probability is, the Government of India is spending large sums of money in view of the contingency, and we consider it of paramount importance that these large sums of money should not be thrown away by erecting a target in Bombay which, if successfully shelled, would level the town of Bombay to the ground.

The proposed site is practically adjoining the Government Dockyard and His Majesty's mint, actually abutting upon the site of the new Port Trust Docks which latter will be constructed for the deepest and largest and consequently most valuable of the World's Mercantile Marine, and we would ask whether valuable Government property adjoining the proposed site on the one hand as well as the Mercantile Marine on the other are to be submitted to the risks, fortunately not very frequently occurring still nevertheless existing of fire and explosion. We quite admit that fires are not of very frequent occurrence and that Bombay in the past in this respect has been most fortunate, but still the fact remains that such unfortunate occurrences do take

place. Theoretically, appliances may render fire and explosion impossible, but in practice whether due to carelessness or inattention it matters not, they do unfortunately occur at times, and we must protest against the location of such a dangerous fluid as oil in close proximity to the proposed new Docks. When we refer to fire and explosion we do not refer to such risks of fire, etc. In the case of general cargo which is inseparable from the storage of large and varied cargoes, such risks are, we fully realise, material, but on the one hand they are inseparable from trade and on the other hand are confined to the locality affected and can be moderated by fire-extinguishing appliances. With oil it is different, it is of course very inflammable but in addition is unextinguishable and uncontrollable and it will travel wherever gravity will take it or in the direction the tide or wind may drive it and we tremble to think of the fate of Bombay if through carelessness or oversight or through the misfortune of war the oil was to explode or light.

We are not overlooking the fact that the proposed site is not very far removed from where the Installations are at present, but when these Installations were located where they now are, the site was newly reclaimed only partially occupied and very sparsely populated and even to this day the ground is only partially taken up. Further the tanks were erected on spurs projecting into the sea. What this locality will be when the docks are in full swing it is not difficult to imagine; the streets will be crowded with dwelling houses, shops, and warehouses and it will probably be one of the most crowded localities in the town of Bombay, and we would put it to the Port Trustees of Bombay whether this is the locality to select for an Oil Installation.

We fully realise that the Oil trade of Bombay is an important one, that it brings considerable revenue to the Port and that that revenue will likely increase, and this in our opinion is a reason that the trade should be met and a locality selected, which would suit the trade, allow of its proper expansion and yet not form a menace to the town of Bombay.

Ballard Basin, we submit, is most unsuitable, and whilst it may as regards area meet present requirements it cannot hope to suffice for what the Oil trade is likely to be even by the time the docks are completed. This portion of the harbour should be retained as an extension of the buildings in connection with the new dock, which will nearly be certain to be necessary before long. In this magnificent

harbour of Bombay surely some suitable locality can be found for the Oil Installations without selecting what will be the busiest and probably the most crowded part of Bombay.

In our opinion the Oil Installations should be outside the town of Bombay or at any rate in a part of Bombay, that is neither thickly populated nor likely in the near future to be thickly populated, and we cannot see why this cannot be arranged. True there may not be anchorages near such a situation which would allow of heavy draft steamers being moored, but oil can be pumped long distances and if it is only a question of pipes it seems to us to be a simple matter.

We would ask the Trustees to consider this matter carefully and we shall feel much obliged if you will let us know what they propose doing, for we feel so strongly about it that we would like to lay our opinion before the Government of India if the Trustees do not see their way to agree with us.—We have, &c.,

MACKINNON, MACKENZIE & Co., Agents, B. I. S. N. Co.

CHAMBER OF COMMERCE,

BOMBAY, 23rd April 1903.

MESSRS. MACKINNON, MACKENZIE & CO., BOMBAY.

DEAR SIRS,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 8th instant, on the subject of the Oil Installations in relation to the new Dock Scheme. I am to say that the matter is receiving the very careful consideration of the Committee. They expect shortly to be in a position to form a more decisive opinion than the information now at their disposal admits of. For this reason the further discussion of the matter has been postponed for a fortnight, after which they will have the pleasure of addressing you again.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 3rd June 1903.

MESSRS. MACKINNON, MACKENZIE & Co., BOMBAY.

DEAR SIRS,—With reference to your letter of the 8th April on the subject of the Oil Installations in relation to the new Dock Scheme, and in continuation of my letter of the 23rd idem, I am directed by

the Committee of the Bombay Chamber of Commerce to say that the matter has not been lost sight of, but that, in view of the reference known to have been made by the Port Trustees for the best expert opinion at home regarding the danger of such installations, the Committee do not think that any useful purpose would be served by their intervention at the present stage.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

BRITISH INDIA STEAM NAVIGATION CO., LD.,

BOMBAY, 4th June 1903.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

DEAR SIR,—We are in receipt of your letter of 3rd inst. having reference to our letter of 8th April, on the subject of the Bulk Oil Installations in relation to the New Port Trust Dock Scheme.

We note that your Committee do not think any useful purpose would be served by their intervention at present, as it is known that reference has been made by the Port Trustees for the best expert opinion at home regarding the danger of such installations.

We shall feel obliged if you will kindly inform us when your Committee expect to have the expert opinion referred to, communicated to them, and if we may expect a further reply to our letter when it has been received.

We observe that no reference has yet been made by you to that para. in our letter of 8th April, which draws the attention of your Committee to what we consider a misleading report in the *Times of India* of 25th February. We shall feel obliged if you will kindly let us know if your Committee have taken any steps to correct the report.—We are, &c.,

per pro MACKINNON, MACKENZIE & CO., Agents.

R. G. MONTEATH.

CHAMBER OF COMMERCE,

BOMBAY, 11th June 1903.

MESSRS. MACKINNON, MACKENZIE & CO., BOMBAY.

DEAR SIRS,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I beg to acknowledge the receipt of

your further letter of 4th instant on the subject of the Bulk Oil Installations in relation to the new Port Trust Dock Scheme.

With reference to the third paragraph of your letter, I am to say that, on receipt of further information from the Port Trust regarding the expert opinion to which I alluded in my letter of the 3rd June, the Committee will place themselves in further communication with you.

With regard to the concluding portion of your letter, I am to say that no action on the part of the Committee seems at present necessary as to the report in the *Times of India* to which you again draw attention. I am also to add that the Committee of the Chamber did and do heartily approve of the proposed scheme regarding the new Docks. The location of Bulk Oil Depôts is a separate question.—I am, &c.,

C. J. MICHAEL, *for* Secretary.

BRITISH INDIA STEAM NAVIGATION CO., LD.,

BOMBAY, 29th June 1903.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—We have received your letter of 11th instant, having further reference to our letter of 8th April 1903 on the subject of the Bulk Oil Installations in relation to the New Port Trust Dock Scheme.

We regret to note that your Committee consider that no action on their part seems at present necessary in connection with the erroneous report in the *Times of India* to which we drew attention.

We submit that the report in the *Times of India* is misleading in so far that the Chamber of Commerce are reported to have approved a scheme which, as a matter of fact, was never submitted to nor considered by them.

We repeat that we consider it is the duty of the Chamber to give publicity to the fact that the scheme and plans as approved by them contained no reference to the arrangements for locating the Bulk Oil Tanks.

If no such public contradiction is made by your Committee, Government may be led to believe that the Chamber of Commerce approve of Bulk Oil Installations being located in the vicinity of the proposed New Docks.

In your letter under reply we observe you state that your Committee did and do heartily approve of the proposed scheme regarding the New Docks, but that the location of Bulk Oil Depôts is a separate question. What we ask is that your Committee should give publicity to these facts, and thus contradict the report in the *Times of India* which states that the scheme, as approved by your Committee, included both questions.—Yours, &c.,

per pro MACKINNON, MACKENZIE & Co., Agents.

R. G. MONTEATH.

CHAMBER OF COMMERCE,

BOMBAY, 3rd July 1904.

MESSRS. MACKINNON, MACKENZIE & CO., BOMBAY.

DEAR SIRS,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your further letter of the 29th ultimo on the subject of the Bulk Oil Installation in its relation to the New Dock Scheme, and to say that since they are not yet in a position to add anything to their previous communications to you on this subject, they have directed me to record your letter for the present.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX FFF.

DOCKS EXTENSION SCHEME.

FINANCE.

SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 13th June 1903.

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—I am directed to forward, for the information of the Chamber of Commerce, 10 printed copies of a letter, No. 2677, dated 10th instant, addressed to Government submitting proposals, in view of the liabilities to be incurred by the Trustees in connection with the New Dock scheme, for a re-adjustment of the present arrangements in respect of Interest and Sinking Fund charges.—I have, &c.,

H. E. HART, Secretary.

No. 2677 OF 1903.

SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 10th June 1903.

TO THE SECRETARY TO GOVERNMENT, MARINE DEPARTMENT, BOMBAY.

SIR,—In view of the liabilities to be incurred by the Trustees in making provision for the increased Dock accommodation now so urgently necessary to meet the requirements of the trade of the Port, and for the reclamations, godowns, and siding accommodation at Mazagon and from Mazagon to the Docks in connection with the projected Branch Railway from Sion (Coorla) and Mahim to the Docks the Board have carefully reviewed their liabilities in respect of the Interest and Sinking Fund charges on their present debt, and I am

directed to submit, for the favourable consideration of Government the following proposals for a re-adjustment of the present arrangements in both respects :—

I.—INTEREST CHARGES.

2. Referring in the first instance to the interest charge on the original debt of the Board to Government for the properties purchased or made over at the date of the constitution of the Trust, I am to briefly remind Government of the circumstances bearing on the question. The debt (which may for present purposes be taken at Rs. 2,07,94,458*) was created in 1870 by the issue of Government 4 per cent. paper at 93 to the value of Rs. 2,23,59,600. This amount was treated as a specific addition to the 4 per cent. loan of 1865 which was converted to 3½ per cent. in 1894. The Trustees were debited with the cash value of the stock, that is, with Rs. 2,07,94,458, on which amount they were made liable to pay interest at 4 per cent. for 10 years, 25th June 1873 to 25th June 1883, and subsequently to that date at 4½ per cent.

* Para. 14 of Government of India's letter No. 5272-A., dated 6th November 1895.

3. It will be observed that on the one hand when the debt due by the Trustees is wholly repaid, there will remain a balance of about Rs. 15,65,000 of debt due by Government to the Stock-holders, while on the other hand the Board are now paying Government a much higher rate of interest than Government are paying for the stock.

4. The proposition is that the account shall be adjusted, the Board being made liable to repay to Government the par value of the stock, and in the meantime to pay interest at the rate at which it is being paid by Government.

5. The case, I am to submit, is quite exceptional by reason of the fact that the money was originally advanced by Government not out of their general resources but by the creation of stock taken as a specific addition to a particular loan which has not been paid off but is now running at a much lower rate of interest than the Board are paying to Government.

6. When the subject was placed before Government in 1895, the Government of India, while not agreeing to the proposals at the time on general grounds, recognized the general fairness of the

arrangements proposed by the Trustees, but intimated that equivalence must be established before any settlement on a new footing of the Trustees' obligation is assented to by Government.

7. In reference to this point it was shown in paras. 12 and 13 of the Government of India's letter No. 5272-A., dated 5th November 1895, that reckoning to the year 1895 inclusive, a sum of Rs. 5,71,800 was due by the Trustees to place them in the position of having reimbursed to the Government the full amount that Government have paid in respect of interest for raising the money, but I am to observe that, following the same method since the date of the conversion to 3½ (1894), Government have recovered Rs. 7·37 per thousand too much for, say, 8 years to 1903.

8. Following strictly the Government method, the account therefore stands thus :—

(1) For the *ten* years 1874 till 1883 inclusive, Government recovered each year Rs. 3 too little from the Trust. Value reduced to date, 1903 ... ... 78·92

(2) For the *twelve* years 1884 to 1895 inclusive, Government recovered each year Rs. 2 too much. Value reduced to 1903 ... ... 41·12

(3) For the *eight* years 1896 to 1903 inclusive, Government recovered each year Rs. 7·37 too much. Value reduced to 1903 ... ... 67·91

9. It follows from this that the Trustees have paid at this date Rs. 41·12+67·91—78·92 = Rs. 30·11 per thousand of debt too much, or, taking the debt at Rs. 207 lakhs, they have paid Government Rs. 6,23,277 more than Government have paid in respect of interest for raising the money.

10. It would thus appear that, so far from there being equivalence, Government have to date made a profit out of the transaction considerably in excess of the cost of converting the loan in 1894, and of any reasonable allowance for the cost of the management.

11. On this latter point I am to say that if, as proposed, the Board undertake to repay the nominal value of the loan, a charge of anything like ¼ *per cent. per annum on the capital sum* for the cost of the

management of the debt would be excessive. The commission paid to the Presidency Bank for payment of interest is ¼ per cent. on the amount of *Interest* or ·0175 (about 1-60th) per cent. per annum on the debt and as far as the Board are aware, these are the only out-of-pocket expenses Government incur in the management of a loan once issued. The Board, I am to say, earnestly trust that consideration will be given to this aspect of the question in discussing what is a proper charge for cost of management in a case in which the loss due to the original issue having been at a discount is fully covered.

12. I am to express the hope that in view of these facts, of the exceptional circumstances of the case and of the prospective liabilities of the Board, Government will be pleased to favourably consider the Trustees' present request for an equitable adjustment of the terms in respect of this portion of the debt of the Board.

13. The circumstances as regards the Victoria Dock loan are somewhat similar, but in that case the Board have been made liable for and pay interest on the par value of the advances. The major portion (Rs. 90,86,226) formed part of a 4 per cent. loan and is charged for at that rate: a further portion (Rs. 5,47,097) is part of a 3½ per cent. loan, and the balance (Rs. 1,66,801) of a 3 per cent. loan. The 4 per cent. loan was converted to 3½ per cent. in 1894, and since that date the Board have been paying Rs. 45,431, per annum to Government more than Government have had to disburse in respect of their liability for the money borrowed for the purpose.

The Trustees would again beg that Government will give them the benefit of the reduced rate of interest they are now paying for this loan. They would suggest that the whole amount of Rs. 98 lakhs be now charged for on the 3½ per cent. basis, and they have suggested, under the head Sinking Fund (para. 15), that the credits for interest on the payments on that account should be at the same rate.

14. In reference to this and the preceding request for a reduction of the interest on the original debt, I am to invite attention to para. 12 of the representation made in 1894 which runs as follows:—

"The Trustees prefer the request for a reduction of interest on "these terms with some confidence, as in all the previous transactions "it has been a recognised principle, that, while the trade of the Port

"shall bear the full burden of its liabilities, the State on the other hand "shall in no way directly benefit by the financial arrangements entered "into; and the Governor-General in Council in 1882, in accordance "with this understanding, stated that it was not just that the General-"Revenues should benefit from charges on the local trade unduly heavy "and in excess of the market rate of interest; and His Excellency in "Council then considered that the sacrifice of revenue on the part of "the Government of India by the reduction of interest was one that "might properly be accepted."

The Board, I am to say, considered this the deliberate opinion of the Supreme Government of the time is powerful testimony to the fairness of their requests under this head.

II.—SINKING FUNDS.

15. The scheme for the extinction of the Trustees' debt was approved in Government of India letter No. 3658-A., dated 12th August 1899, but there has been a mistake in the manner of calculation, and the Fund, as sanctioned, would not effect the extinction of the whole debt within 60 years as intended. The mistake arose from not treating the Victoria Dock debt separately. The calculations attached* show that if invested half-yearly, the payment should be Rs. 1,72,531 + 98,000 = 2,70,531 instead of Rs. 1,50,000 + 98,000 = 2,48,000. The Board, I am to say, are prepared to adjust the payments to the Fund retrospectively in this respect.

* Appendix A.

16. But in reference to this matter I am to say that, as Government are aware, the Trustees own large areas of land comprised in the Elphinstone, Mody Bay, Wellington and Apollo Reclamation Estates, and the foreshore properties, the cost of which is included in the original debt and in the debt covered by securities issued under Section 30 of the Act, and the Board would now ask that the term for the repayment of the debt in respect of *land* as distinct from *works* and *buildings* should be extended from 6 to 100 years. I am to observe that the market value of this land has increased and is likely to further increase. A considerable area has been let for building purposes on 99 years' renewable leases, and a still larger area on 50 years' renewable leases at increasing rates of rent, and as regards the foreshore properties, the ownership of the land includes

the wharfage rights which is a perpetual asset. It is right in principle that the redemption of the debt in respect of the properties in such circumstances should be carried very far forward, and that future generations, who will profit most largely by the possession of these properties, shall bear some share of their capital cost. The Trustees are aware that this request is not without precedent, and they trust it will be favourably considered in the present circumstances of the case. The cost price of the several land estates may be taken in the aggregate at something over Rs. 200 lakhs, and the proposal, if approved, would relieve the present generation of an annual charge of, say, Rs. 78,600, which would assist materially in meeting the Sinking Fund charges on the new loans to meet the cost of the important extensions and improvements now in contemplation.

17. I am lastly under this head to invite a reconsideration of the terms for the repayment of the Victoria Dock loan. Under the terms of the original sanction the Board were made liable to repay this loan at 1 per cent. per annum which it was calculated would liquidate the whole amount in about 41 years. The first payment towards the Sinking Fund was made on 1st November 1892, and the loan will be wholly paid off about 1933. I am to ask that, considering the absolutely permanent character of the works, the term for the repayment of this loan may be extended to 60 years from 1st November 1892, the payments (if the proposal made in para. 11 is approved) to be credited with interest at the rate of 3½ per cent. I am to remind Government of the Home practice in this respect, where loans repayable in 60 years are sanctioned by the Local Government Board for the erection of works of a far less durable and permanent character, *e.g.*, workmen's dwellings and the like, and I am to say that the claims of the Port are entitled to generous consideration in respect to outlay on works which are of such widespread benefit. The amount at which the fund accumulated to 1st November next will stand is Rs. 13,77,223 which at 3½ per cent. (half-yearly 1¾ per cent.) will amount to Rs. 75,40,103 on 1st November 1952, leaving a balance of Rs. 22,60,021 to repay which at 3½ per cent. will cost Rs. 17,677 per annum or Rs. 80,324 per annum less than the sum now paid. Here again the concession would further assist materially in meeting the fresh liabilities to be incurred for further trade facilities at the Port.

18. Recapitulating, the several requests to which the Board respectfully solicit favourable consideration are :—

(1) *In respect* of *Interest Charges*—

(*a*) That Government will be pleased to reduce the interest charges on the amount of the Trustees' original debt to the rate now paid by Government for the money borrowed for the purpose, namely, 3½ per cent., the Trustees agreeing to the debt being increased to its par value or in the ratio 93 to 100.

(*b*) That Government will be pleased to reduce the interest on the 4 per cent. Victoria Dock loan to the rate they are now paying for the money borrowed, namely, 3½ per cent., the Trustees in this case having been already debited with the par value of the advances.

(2) *In respect of the Sinking Funds*—

(*a*) That Government will be pleased to approve of the Sinking Fund for the repayment of the cost price of the Trustees' land estates being extended from 60 to 100 years.

(*b*) That Government will be pleased to approve of the Sinking Fund for the repayment of the Victoria Dock loan being extended from about 41 to 60 years from 1st November 1892.

19. I am to point out that the concessions in respect of the interest charges alone involve expense to the Imperial Treasury but in that case all that is asked is that Government will be pleased to give effect to the principle that the general revenues should not benefit from charge on the local trade unduly heavy and in excess of the market rate of interest.

Para. 5 of the Government of India, Finance and Commerce, No. 391, dated 19th January 1883.

20. The concessions in respect of the Sinking Funds involve no sacrifice of any kind as the ultimate repayment of the debt and the continued payment of the interest charges until the debt is repaid in full are secured and it may be added that on the broad grounds of principle the concessions appear to be not open to question.—I have, &c.,

H. E. HART, Secretary.

STATEMENT Q.

SHOWING SINKING FUND CALCULATIONS REFERRED TO IN PARA. 15 OF LETTER TO GOVERNMENT, No. 2677, DATED 10TH JUNE 1903.

I.—SANCTIONED ARRANGEMENT.

The effect of the sanctioned arrangement in respect to the portion of the debt (say Rs. 393 lakhs) excluding the Victoria Dock loan—

1.	Rs. 1,50,000 per annum at 3½ per cent. for 60 years from 1st April 1900	Rs.	2,94,77,532
2.	*Add.*—After extinction of Victoria Dock loan:—		
	(*i*) Rs. 90,862 per annum at 3½ per cent. for 26 years from 1st April 1934.	„	37,53,791
	(*ii*) Rs. 5,471 per annum at 3½ per cent. for 20 years from 1st April 1940	„	1,54,718
	(*iii*) Rs. 1,668 per annum at 3½ per cent. for 15 years from 1st April 1945	„	32,185
	Rs. 98,001	Rs.	3,34,18,22
	Add—Initial credit Rs. 78,513 invested at 4 per cent., interest being accumulated at 3½ per cent. compound interest for 60 years ...	„	6,95,678
		Rs.	3,41,13,904
	Deficiency	„	51,74,154
		Rs.	3,92,88,058
	Add—Victoria Dock loan	„	98,00,000
	Total debt as per para. 9 of Trustees' No. 1974, dated 5th May 1899	Rs.	4,90,88,058

II.—CORRECTED PROVISION.

Total debt as before	Rs.	4,90,88,058
Deduct—Victoria Dock loan ...	„	98,00,000
	Rs.	3,92,88,058
Deduct—Capitalised value of initial credit as before	„	6,95,678
Sum to be provided for by Sinking Fund... ...	Rs.	3,85,92,380

Deduct—Credits from continuation of payments on account of Victoria Dock Sinking Fund after the extinction of that debt :—

(*i*) Rs. 45,431, *half-yearly*, at 3½ per cent. Rs. for 26 years	38,02,808	
(*ii*) Rs. 27351½, *half-yearly*, at 3½ per cent. for 20 years	1,56,563	
(*iii*) Rs. 834, *half-yearly*, at 3½ per cent. for 15 years	32,540	
		Rs. 39,91,911
	Rs. ...	3,46,00,469

The sum required to liquidate this amount, if invested half-yearly, at 3½ per cent. in 60 years, is Rs. 86,265·3, or say per annum Rs. 1,72,531.

W. C. HUGHES,
Chairman.

28th May 1903.

CHAMBER OF COMMERCE,
BOMBAY, 3rd July 1903.

THE SECRETARY, BOMBAY PORT TRUST, BOMBAY.

SIR,—I am directed to acknowledge the receipt of your letter No. 2728 of the 13th ultimo, on the subject of the Trustees' application to Government for certain concessions in repect of Interest and Sinking Fund, and to forward for your information a copy of a communication addressed by the Committee of the Chamber to Government in the matter.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 2nd July 1903.

THE SECRETARY TO GOVERNMENT, MARINE DEPARTMENT, BOMBAY.

SIR,—The Committee of the Bombay Chamber of Commerce have received from the Trustees of the Port a copy of their letter to you No. 2677, dated 10th ultimo, in which the Trustees make application for certain concessions in respect of Interest and Sinking Fund. The Committee, as a body essentially concerned in everything that affects the trade of the Port, believe that it may be permitted to them to express the view they take of the question in its relation to that trade; and I have under their instructions, the honour to say that the request of the Trustees of the Port appears to them to be made in the best interests of commerce, and to be so reasonable as to merit the most favourable consideration of Government.

2. While cordially acknowledging the assistance rendered by Government in the first instance, the Committee do not conceive that it was the intention, or would be in accordance with the policy, of Government to make an adventitious profit out of the trade of the Port. They believe, therefore, that Government might fittingly accept re-imbursement of the charges incurred in raising the loan and might waive all sums by which the payments by the Port Trust on account of Interest have since that time exceeded the amount of Interest actually paid by Government for the loan. From the figures submitted by the Port Trustees it is apparent that these sums represent a sensible charge upon the trade of Bombay.

3. In the further request of the Trustees that the sinking charges on their debt in respect of land should be calculated over a period of 100 years instead of 60 years, my Committee desire also to concur. There does not appear to the Chamber to be any good reason for taxing the present trade to the extent now done, seeing that the security for re-payment in 100 years is ample. The same argument applies to some extent to the request of the Trustees for a re-adjustment of the period for repayment of the Victoria Dock Loan.

4. As is already known to His Excellency's Government, this Committee, while for the present reserving its opinion about the situation of the bulk oil installations, fully approves of the Scheme for Dock extension now submitted by the Trustees. The projected increase of

facilities is in their opinion neither premature nor in any way excessive having regard to the past and prospective increase in the trade of the Port. Had the new dock been ready this season it would have been extensively used and have led to further expansion in the commerce; but with a view to such expansion it is most important that the new scheme should be carried out without increase in the Port charges upon shipping or goods. It is on this account that my Committee respectfully pray that His Excellency's Government may be pleased to grant the relief now sought.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

No. 230-G OF 1903.

MARINE DEPARTMENT,

BOMBAY CASTLE, 10th July 1903.

TO THE CHAIRMAN, CHAMBER OF COMMERCE, BOMBAY.

SIR,—I have the honour to acknowledge the receipt of your letter, dated the 2nd instant, regarding the proposals made by the Trustees of the Port of Bombay in their letter, No. 2677, dated the 10th June 1903, and to state that your representation will be duly laid before His Excellency the Governor in Council.—I have, &c.,

ALEX. R. KING, *for* Secretary to Government.

SECRETARY'S OFFICE,

BALLARD ROAD, BOMBAY, 20th June 1903.

No. 2875.

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—I am directed to forward for the information of the Chamber a copy of a letter addressed to Government, applying for sanction to raise money to the extent of Rs. 252 lakhs for the purpose of carrying out the projected work in connection with the new Docks Scheme.

No. 2690, dated 11th June 1903.

2. Five spare copies are also forwarded.—I have, &c.,

H. E. HART, Secretary.

SECRETARY'S OFFICE,
BALLARD ROAD,
BOMBAY, 11th June 1903.

No. 2690.

TO THE SECRETARY TO GOVERNMENT, MARINE DEPARTMENT.

SIR,—Referring to G. R. No. 48, dated 28th April 1903, intimating that, subject to certain remarks regarding the depth of the proposed Dock Government have no *primâ facie* remarks or objections to make in regard to the proposed scheme for new Wet and Dry Docks submitted with my No. 880, dated 24th February 1903, and in continuation of my No. 2689, dated 11th June 1903, replying to the remarks referred to regarding the proposed depth of the new Dock and reporting regarding the alteration in the designs and estimates consequent on the further consideration given to the subject with the assistance of the opinion of the Trustees' Consulting Engineers, Messrs. Sir J. Wolfe Barry and A. J. Barry, I have now the honour by direction of the Board, to apply, under the provisions of Bombay Act, VI of 1879 (Part V, of the Borrowing Powers of the Board), for sanction to raise money to the extent of Rs. 252 lakhs for the purpose of carrying out the projected works in the manner explained in my letter last referred to.

2. The sanction applied for is subject to the approval of Government to the plans and estimates. I am to explain that the detailed plans and estimates are in preparation, but their final submission has been delayed pending the opinion of the Consulting Engineers.

Mr. A. J. Barry inspected the site in February last and studied the whole of the proposals on the ground in communication with the Chairman and with the Engineer of the Board, and the opinion of the firm has now been received. The alterations they advise do not affect the general design and will be in the main carried into effect. In the meantime there is no reason for now delaying consideration of the question of the provision of funds for carrying out the project.

3. I am in the first instance to refer to the general financial position of the Board. Their capital debt on 31st March 1903 stood at Rs. 559 lakhs. The value of their assets, taking the several properties at their cost prices, exceeds the aggregate debt by over Rs. 100 lakhs, and Sinking Funds have been instituted whereby the whole of the debt will be liquidated within sixty years.

4. Attached is a statement showing the revenue progress of the Board. It will be observed that since 1881-82, the first year after the opening of the Prince's Dock, the revenue has steadily increased from Rs. 37,46,000 to Rs. 59,17,000 in spite of the large reductions in rate and charges aggregating about Rs. 12 lakhs *per annum*° which have been made in the same period. Taking the averages for periods of five years during the last 20 years, the receipts have been :—

° Calculated on the Trade at the time the remissions were made.

				Rs.		Increase.
Average of 5 years ending			1887-88	40	lakhs.	
,,	,,	,,	1892-93	44	,,	4 lakhs.
,,	,,	,,	1897-98	47	,,	3 ,,
,,	,,	,,	1902-03	54	,,	7 ,,

5. Famine and plague affected the receipts of two years (1896-97 and 1897-98) in a marked degree, and temporarily reduced the *rate of* increase, and the famine of 1900-01 had a similar effect, but during the past two years there has been a complete recovery, and the growth of receipts is an increasing one. The result has been that the Board have been able to close their accounts with a large surplus on the working of each year, namely :—

	Rs.
1898-99.....	1½ lakhs.
1899-00....	2½ ,,
1901-02.....	3 ,,
1902-03...	4¼ ,,

and in 1903-04 the estimates show a surplus of a little under 3¼ lakhs.

6. By these means, added to the accumulations of previous years, the Trustees have built up a large revenue surplus. At the end of 1901-02 it stood at close upon Rs. 16 lakhs, including the surplus of that year, and they have proposed to Government to allow it to increase to 30 lakhs subject to further consideration when that limit has been reached—this purpose having particular regard to the liabilities now to be incurred in providing increased Dock accommodation.

7. It is impossible to show what the financial results of the proposed expenditure will be, taken by itself, but the Trustees submit that taking account of their rapidly increasing revenue, of the present large annual surplus of receipts over expenditure, and the large revenue reserve fund they possess (which will have increased still further by the

date the works are completed), they are justified in considering they can undertake the projected scheme without any likelihood of its being necessary to enhance the charges on the Trade to cover the increased liability they will incur.

8. Should, however, these anticipations fail, the acknowledged cheapness of the Port, both in respect of charges on the Shipping and on Goods and the large remission of rates granted in the past, which, applied to the present Trade, would amount to a sum considerably exceeding the amount mentioned in para. 4, afford enormous reserve powers of taxation to enable them to cover any deficit that may occur.

9. It has to be remembered that the works will take some years to complete and that Interest and Sinking Fund charges will not accrue as a charge against Revenue for probably six years from the date of the first loan.

10. The proposed loan will be raised in instalments of probably :—

	Rs.
First year	15 lakhs.
Second „	40 „
Third „	51 „
Fourth „	53 „
Fifth „	56 „
Sixth „	37 „
Rs. ...	252 „

11. In reference to the possibility of raising this amount locally on debentures, I am to observe that the Trustees' credit stands very high : their debentures are popular with the investing public, and with even a comparatively short currency, the 4 per cent. debentures are now at 2 per cent. premium. But in the future the Board will, in raising large sums for a number of years successively, be in competition with the Improvement Trust Loans which have a currency of sixty years and are guaranteed by Government under provisions which make the Accountant-General responsible to the debenture-holder for the payment of interest and for the due investment of the Sinking Fund charges on the loans.

12. The Board are apprehensive that their loans will, in the future if not immediately, be at a great disadvantage in these respects, and they would ask, in the interests of the Trade of the Port, that the proposed Dock loans be allowed a currency of sixty years, bearing interest at a rate not exceeding 4 per cent., and that they may be guaranteed by the Government of India.

13. The Board would remind Government that in 1885 the Secretary of State agreed to such a guarantee in the case of both the Kidderpore (Calcutta) and Victoria Dock (Bombay) loans, but that the Calcutta Port Commissioners having failed to raise the first instalment of their loan on this basis, it was then resolved that the money required in both instances should be raised by Government and paid for by the respective Trusts at cost price *plus* a Sinking Fund charge.

14. The Board do not think there would now be any difficulty in raising funds to the extent required on debenture loans with the aid of a guarantee, and they do not therefore ask Government to advance the money as in the previous instance of the Victoria Dock, but they deem the concession of a guarantee applied for one that is required by the circumstance that it has been granted to another local body in the City, whose operations also involve the raising periodically of large sums.

15. The importance of extending the time for the repayment of the loan lies, of course, not only in attracting investors, but also in the large reduction in the Sinking Fund charges. As already pointed out under the operation of the existing Sinking Funds, the debt of the Board will be repaid in less than 60 years, and I am to submit that it is not unreasonable to ask that the fresh capital to be now raised for the important permanent works which it is proposed to undertake shall be made repayable by say 1970.

16. As regards the guarantee I am to say that the interests of Government would be fully protected by amending Section 35 of the Port Trust Act, 1879, in such a way as to make its provisions apply to the payment of interest and Sinking Fund charges on the new Dock loan, and to also amend Section 60 under which Government can increase the rates in force to provide for any deficiency in the payment, and, if necessary, appoint a receiver. There would thus be absolutely no risk of and liability accruing to Imperial revenues, and I am to express the earnest hope that Government will be pleased to favourably entertain the proposal.

17. I am to refer, in conclusion, to the objections that have been raised to the proximity of the Bulk Oil Installations to the proposed new Docks. I am to say that this is a matter that is receiving the Trustees' most careful consideration, but it in no way affects the Dock scheme *per se*. If it is found that the Installations constitute a risk that ought not to be accepted under the altered conditions, they will have to be moved elsewhere at some time antecedent to the completion of the new Docks, but the site or design of the Docks will not be affected in any way.—I have, &c.,

H. E. HART, Secretary.

STATEMENT SHOWING REVENUE RECEIPTS EACH YEAR FROM 1870-71 INCLUSIVE.

(000 OMITTED.)

(*See* para. 4 of letter to Government, No. 2690, dated 11th June 1903.)

	Revenue.	Average of 3 Years.	Average of 5 Years.	Remarks.
	Rs.	Rs.	Rs.	
1870-71	9,89			
71-72	14,31	12,78		Accounts date from 1st May 1870.
72-73	14,14			
73-74	12,81			
74-75	14,33	14,27		Board constituted, 26th June 1873.
75-76	15,66		14,97	
76-77	14,84			
77-78	17,21	16,17		
78-79	16,46			
79-80	16-91			
1880-81	27,67	27,35	27,02	Prince's Dock opened (1st January 1880).
81-82	37,46			
82-83	36,61			Charges and rates reduced by Rs. 1,96,000 per annum.
83-84	39,34	38,39		Charges and rates reduced by Rs. 51,250 per annum.
84-85	39,22			Charges and rates reduced by Rs. 24,375 per annum.
85-86	43,16			
86-87	39,70	40,90	40,25	Charges and rates reduced by Rs. 4,25,246 per annum.
87-88	39,84			Charges and rates reduced by Rs. 2,69,465 per annum.

	Revenue.	Average of 3 years.	Average of 5 years.	Remarks.
	Rs.	Rs.	Rs.	
88-89	42,84			Victoria Dock opened (3rd April 1888).
89-90	41,44	42,27		In these four years a considerable number rates were reduced.
1890-91	42,53		43,86	Merewhether Dry Dock opened (3rd March 1891).
91-92	47,83	46,27		Water supply charges reduced.
92-93	44,69			
93-94	46,30			
94-95	48,10			Dry docking rates reduced.
95-96	48,21	47,47	46,94	
96-97	46,12			
97-98	45,98			A number of rates reduced.
98-99	52,15	50,51		
99-00	53,39			
1900-01	52,37		54,53	Considerable reductions made in charges for Coasting Trade.
01-02	55,59	55,71		
02-03	59,17			

W. C. HUGHES, C.I.E., Chairman.

CHAMBER OF COMMERCE,
BOMBAY, 30th June 1903.

THE SECRETARY, BOMBAY PORT TRUST.

SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge with thanks the receipt of your letter No. 2875, dated the 20th Instant, together with its accompaniments, relating to your application to Government for sanction to raise money to the extent of Rs. 252 lakhs for the purpose of carrying out the projected works in connexion with the new docks scheme.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX GGG.

BOMBAY PORT TRUST,

REVENUE RESERVE ACCOUNT.

No. 714.

SECRETARY'S OFFICE,

BALLARD ROAD,

BOMBAY, 14th February 1903.

TO THE SECRETARY, CHAMBER OF COMMERCE.

SIR,—I am directed to forward herewith, for the information of the Chamber of Commerce, a copy of a letter addressed to Government relating to the Port Trust Revenue Reserve Account.—I have, &c.,

H. E. HART, Secretary.

No. 629.

BOMBAY PORT TRUST, 10th February 1903.

From The HON'BLE MR. W. C. HUGHES, C.I.E., CHAIRMAN,

TO THE SECRETARY TO GOVERNMENT, MARINE DEPARTMENT, BOMBAY.

SIR,—Referring to para. 2 of Government Resolution No. 119, dated 21st October 1902, I have the honour, by desire of the Board, to now address you on the subject of the Trustees' Revenue Reserve Fund (General Account).

2. It will be remembered that Section 51 of the Bombay Port Trust Act gives the Board power to invest the balances at the credit of either the General or Pilotage account in Public Securities, subject to the condition that the amount so invested in respect of either account shall not exceed such amount annually or in the aggregate, as shall from time to time be prescribed by Government and that any

surplus remaining after deducting the amounts which may be so invested shall be applied if such surplus belongs to the General account (which is the account now in question) to the reduction of Capital debt.

3. By resolution, dated 14th March 1890*, Government were pleased to decide that "Rs. 16 lakhs, the figure at which the Reserve Fund now stands†, shall be the aggregate sum which shall, for the present, be invested by the Port Trustees. * * * * "

* Marine Department, No. 75.

4. At this date (31st March 1889) the Capital debt of the Board, fully covered by assets, stood at Rs. 475 lakhs, of which Rs. 8 lakhs were non-interest bearing and Rs. 85 lakhs were on account of the Victoria Dock, then under construction, the interest on which was charged to Capital, the revenue of the Board was Rs. 43 lakhs and the accounts of the year showed a surplus of Rs. 2·62 lakhs but without provision for a Sinking Fund for the repayment of debt.

5. The Statement† attached shows the transactions affecting the Reserve Fund in each succeeding year. It shows that with effect from the opening of the Victoria Dock in 1889-90 and the great enhancement of the charge against revenue for interest on account of the expenditure on that work, there were deficits during the succeeding ten years, aggregating Rs. 6½ lakhs, which with Rs. ½ lakh appropriated to Fire Insurance, reduced the Reserve Fund to under Rs. 9 lakhs and that in the succeeding four years there were successive surplus credits which in the aggregate restored the total reserve to rather over Rs. 15½ lakhs after transferring a further sum of Rs. ¼ lakh to Fire Insurance.

† Statement A.

6. At the present date the total Capital debt of the Board fully covered by assets is Rs. 560 lakhs,* of which only Rs. 2½ lakhs is non-interest bearing. The revenue of the Board in 1902-03 will aggregate Rs. 58 lakhs and there is every probability of the accounts showing a surplus of between Rs. 4 and 5 lakhs, after setting aside Rs. 2½ lakhs for Sinking Funds, which will liquidate the debt on the Victoria Dock (98 lakhs) in about 36 years and the whole of the remaining debt of the Board within about 56 years from 1903.

* Without allowance for Rs. 11 lakhs at the credit of the Victoria Dock Sinking Fund.

† Rs. 15,96,712 on 31st March 1889.

7. To complete this view of the question I attach a further statement* showing the revenue progress of the Board during the last 20 years. It will be observed that taking the averages of 5 years the revenue has increased steadily as follows :—

*Statement B.

Average of 5 years ending	1887-88	...	40 lakhs.
„ „ „	1892-93	...	44 „
„ „ „	1897-98	...	47 „
„ „ „	1902-03	...	54 „

showing a large and continuous development, irrespective of the vicissitudes of Famine and Plague. During the same period reductions, aggregating from 20 to 25 per cent., have been made in the charges on Trade with the result that the Port is now said to be one of the cheapest in the world, and as was recently shown, compares most favourably with all other Indian Ports in the matter of charges, both on the Shipping and on Goods landed or shipped at the Port. There are no complaints from the Trade and no particular charges which call for further reduction.

8. On the other hand the great expansion in the aggregate volume of Trade and in particular the increase in the size of steamers and the prospect that in both respects the advance will continue in the future in a measure at least equivalent to that experienced in the past, has obliged the Trustees to give consideration to proposals for asking the necessary provision for such expansion in the matter of Dock accommodation, the present Docks being already inadequate especially for the accommodation of the long, deep drafted vessels of the present day.

9. An adequate scheme will take including the full equipment, probably not much short of 10 years to complete although it would be available for partial one much sooner. Allowance has to be made for the anticipated growth in Trade during that period and in succeeding years, and the Trustees consider that the scheme to be now undertaken should make provision well in advance of requirements and that in respect of length and draft both the new Wet and the new Dry Dock should be designed to afford the Trade of India the full benefit of the great natural advantages of the harbour. It should also make provision for a deep water wharf at which Mail steamers can land passengers without waiting for the tide to enter the Docks.

10. The general plan of new Docks designed on these principles has been prepared, and the cost including interest during construction is estimated very approximately at Rs. 300 lakhs. That this is not an extravagant sum will be gathered from the following comparative statement:—

——	Calcutta Port.		Bombay Port.		
	Kidderpore Dock.		Prince's Dock.	Victoria Dock.	Proposed Dock.
	Dock.	*Outer Basin.*			
Width of entrance.	60′ and 80′	60′ and 80′	66′ and 55′	80′	90′
Depth on sill, H.W. O.N.T.	24′	29′	25′-3″	27′-3″	33′-3″
Lineal feet of Quayage ...	5,400′	.....	5,960′	7,425′	9,950′
Water area	33 Acres	9½ Acres	30 Acres	25 Acres	49 Acres
Turning space	This Dock is oblong in shape with maximum width of 600′	700′×600′	1,000′×760′	1,270′×600′	1,100′×1,050′
Length of Dry Dock	.....	511′	500′	.....	800′
Cost to date	Rs. 349 lakhs.		Rs. 221 lakhs.		(Estimate) Rs. 300 lakhs.

11. Allowance has further to be made for the expenditure to be incurred on the Port Trust section of the new branch Railway from Sion (Coorla) to the Dock for which no complete estimate has yet been framed but which would be in large part independently remunerative and also for improvements to the equipment of the Port in other directions which are constantly required to meet the necessities of the Trade.

12. These several projects will in due course be placed before Government but the Trustees now submit that while the statistics above given show that the Board's resources are sufficient to meet prospective liabilities without resort to increased taxation they at the same time indicate that as a matter of prudence it is desirable to strengthen the Revenue Reserve Fund to meet possible temporary deficits from fluctuations in revenue without its being necessary to disturb the charges on the Trade, and the Board ask that Government will now be pleased to vary their last orders on the matter and to fix the limit of the Revenue Reserve Fund at Rs. 30 lakhs instead of Rs. 16 lakhs on the understanding that as soon as that limit is reached the question will be again reconsidered.—I have, &c.,

W. C. HUGHES, Chairman.

STATEMENT A.

Showing the withdrawals from and additions to the Revenue Reserve Fund (General Account) from 1889-90 to 1902-03.

Year.	Opening Balance.	Dr.	Cr.	Closing Balance.
	Rs.	Rs.	Rs.	Rs.
1889-90	15,96,742	.....	.....	15,96,742
1890-91	15,96,742	85,536	.....	15,11,206
1891-92	15,11,206	48,890	.....	14,62,316
1892-93	14,62,316	.....	37,081	14,99,397
1893-94	14,99,397	2,13,106*	.....	12,86,291
1894-95	12,86,291	12,866	.....	12,73,425
1895-96	12,73,425	.....	.....	12,73,425
1896-97	12,73,425	.....	62,844	13,36,269
1897-98	13 36,269	2,53,800	.....	10,82,469
1898-99	10,82,469	1,98,640	.....	8,83,829
1899-00	8,83,829	.....	1,49,306	10,33,135
1900-01	10,33,135	.....	2,53,231	12,86,366
1901-02	12,86,366	.....	1,769	12,88,135
1902-03	12,88,135	.....	2,77,514†	15,65,649

* Includes Rs. 57,500 transferred to Fire Insurance Fund.

† Allowing for Rs. 21,000 do. do. do. do.

BOMBAY, 10th February 1903. W. C. HUGHES, Chairman.

BOMBAY PORT TRUST.

STATEMENT B

Showing the Annual Revenue Receipts for the last 20 years.
(*Figures in thousands*, 000 *omitted.*)

Year.	Revenue Receipts.	Average of 5 years.
	Rs.	Rs.
1883-84	39,34	
1884-85	39,22	
1885-86	43,16	40,25
1886-87	39,70	
1887-88	39,84	
1888-89	42,84	
1889-90	41,44	
1890-91	42,53	43,86
1891-92	47,83	
1892-93	44,69	
1893-94	46,30	
1894-95	48,10	
1895-96	48,21	46,94
1896-97	46,12	
1897-98	45,98	
1898-99	52,15	
1899-00	53,39	
1900-01	52,37	54,30
1901-02	55,59	
1902-03	58,00	

BOMBAY, 10th February 1903. W. C. HUGHES, Chairman.

CHAMBER OF COMMERCE,
BOMBAY, 20th February 1903.

THE SECRETARY, BOMBAY PORT TRUST, BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I beg to acknowledge the receipt of your letter No. 714 of 14th instant, with which you forward a copy of a communication addressed by the Trustees to Government in connection with the Port Trust Revenue Account. I am to add that the Committee have read the said communication with much interest and that it has their entire approval.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX HHH.

COAL STACKS.

Extinction of Fires and Municipal Water Supply.

Ceylon Chamber of Commerce,

Colombo, 1st April 1903.

The Secretary, Bombay Chamber of Commerce.

Extinction of Fires and Municipal Water Supply.

Dear Sir,—I am directed by my Committee to solicit information from you with regard to the custom prevailing in your City on the occasion of fires within your Municipal limits. As you may be aware, fires at Coaling Grounds are of not infrequent occurrence, and until a few months ago, it had been customary for the proprietors of these grounds to employ water from the Municipal mains for their extinction. Last year, however, a case occurred in which a very large quantity of water from the Municipal mains was used, with the result that the Chairman of the Council made an excessive claim against the owners of the coal. Though he subsequently reduced this claim the owners refused to entertain it in any form, pleading that, first of all, as citizens paying Municipal taxes, they were entitled to the relief which the Municipal main afforded them in the protection of their and other citizens' property endangered by the conflagration and furthermore that this waste of water had really arisen out of the defective fire-extinguishing arrangements of the Municipality. The matter has since remained in abeyance, but my Committee are anxious to be prepared against any revival of this or a similar claim.

Being aware that your City also is subject to large conflagrations upon its wharves and elsewhere, they are desirous of ascertaining whether you have any ordinance in force regulating the supply of water for the extinction of fires, whether any charge is made to the owner of property who benefits by the use of the water, or whether your Municipality is bound to give an unlimited supply, free of charge, for such a purpose.

Apologizing for the frequency of my letters recently, but assuring you that this Chamber will be most happy to reciprocate whenever occasion arises.—I have, etc.,

FRED. W. WALDOCK, Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 16th April 1903.

THE MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to request that you will favour them with the information as to the regulations, at present in force in Bombay, regarding the supply of water for the extinction of fires within Municipal limits, including Bunders, whether any charge is made for such use of water and whether there is any obligation on the part of the Municipality to give an adequate supply for this purpose.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 2020 OF 1903-04.

MUNICIPAL COMMISSIONER'S OFFICE,

BOMBAY, 27th April 1903.

From W. L. HARVEY, ESQ., C.I.E., I.C.S., MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—With reference to your letter of the 16th instant, I have the honour to inform you that on the occasion of a fire within Municipal limits, all Bunders being included in Municipal limits, the Chief of the Fire Brigade may cause the water to be shut off from the mains and pipes of any district in order to give a greater supply and pressure of water in the district in which the fire has occurred and utilize the water of any well or tank available for the purpose. *Vide* Section 361 (*c*) of the Municipal Act. The supply of water is free of charge.

Under Section 61 of the Municipal Act, the entertainment of a Fire Brigade and the protection of life and property in the case of fire is

one of the obligatory duties of the Corporation. This Section and Chapter XIV of the Municipal Act, exhibit the powers and responsibility of the Corporation in respect of fires.—I have, etc.,

W. L. HARVEY, Muni. Commissioner for the City of Bombay.

CHAMBER OF COMMERCE,

BOMBAY, 4th May 1903.

THE SECRETARY, CEYLON CHAMBER OF COMMERCE, COLOMBO.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 1st ultimo and to express regret for the delay that has attended their specific enquiries on the points raised by you. They are now enabled to inform you that on the occasion of a fire within Municipal limits—all Bunders being included in Municipal limits—the Chief of the Fire Brigade may cause the water to be shut off from the mains and pipes of any district in order to give a greater supply and pressure of water in the district in which the fire has occurred and utilize the water of any well or tank available for the purpose. *Vide* Section 361 (*c*) of the Municipal Act. The supply of water is free of charge.

Under Section 61 of the Municipal Act, the entertainment of a Fire Brigade and the protection of life and property in the case of fire is one of the obligatory duties of the Corporation. This Section and Chapter XIV of the Municipal Act exhibit the powers and responsibility of the Corporation in respect of fires.

The text of the Sections referred to is as follows :—

Section 361. "On the occasion of a fire, the Chief or other officer "in charge of the Fire Brigade, may, subject to such "orders as the Commissioner may from time to time "issue in this behalf, take the command of all Municipal officers and servants present and of any other "persons who voluntarily place their services at his disposal; and "may

Powers of Chief Officer of Fire-Brigade at a fire.

(*c*). "cause the water to be shut off from the mains and "pipes of any district in order to give a greater supply and pressure "of water in the district in which the fire has occurred and utilize "the water of any well or tank available for the purpose of extinguishing such fire."

Section 61. "It shall be incumbent on the Corporation to make "adequate provision by any means or measures "which it is lawfully competent to them to use or to take, for each of the following matters, namely:—

Matters to be provided for by the Corporation.

(*k*). "The entertainment of a Fire Brigade and the protection of "life and property in the case of fire."—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

CEYLON CHAMBER OF COMMERCE,
COLOMBO, 14th May 1903.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

Fires within Municipal Limits.

DEAR SIR,—I am directed by my Committee to express to you their best thanks for your letter of the 4th instant, relative to the the above subject with two quotations from the Bombay Municipal Act bearing upon it. Your letter, however, seems to my Committee hardly clear upon one point. They note with satisfaction that the Chief of the Fire Brigade, who appears to be a Municipal Officer, has entire control of the mains and pipes of any Municipal Districts, and may divert the water supply in any such manner as he considers will conduce to the more rapid extinction of a fire. You seem to imply that such use of water is granted by the Municipality without any charge whatever to the owner of the property which is in danger, but my Committee will be glad of your more explicit assurance upon this point. For instance, last year we heard of a very serious conflagration occurring amongst the stacks of hay lying upon the Bunders of your Harbour. Can you tell us whether the consignees of these goods were mulcted in any charge by your Municipality for services rendered by their Fire Brigade or for the consumption of water used in the extinction of these fires?

Apologizing for troubling you again in the matter.—I have, &c.,

FRED. W. WALDOCK, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 1st June 1903.

THE SECRETARY, CEYLON CHAMBER OF COMMERCE, COLOMBO.

Fires within Municipal Limits.

DEAR SIR,—In acknowledging receipt of your letter of the 14th ultimo, I am directed to say that the Port Trust pay the usual ½ per

cent. tax levied by the Municipality on account of the Fire Brigade. Besides this, there was no charge made by the Municipality for the services of the Fire Brigade on the occasion of the last fire among the hay-stacks at Frere Land Estate. The Port Trust pay for water for general use, but on the occasion of the fire the Municipality have deducted the cost of the water used at the fire.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

CEYLON CHAMBER OF COMMERCE,

COLOMBO, 16th June 1903.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

Fires within Municipal Limits.

DEAR SIR,—I am directed by my Committee to acknowledge receipt of your letter of 3rd instant on the above subject and to thank you for the information therein contained, which will be of great service.—I am, &c.,

* * * *

for Secretary.

APPENDIX III.

COTTON GREEN.

Storage of Cotton at Colaba.

Chamber of Commerce,

Bombay, 27th April 1903.

The Secretary, Bombay Port Trust, Bombay.

Sir,—At the Annual General Meeting of the Chamber of Commerce, held some weeks ago, a member of this Chamber drew the attention of the incoming Committee to the amount of space at present available for the storage of cotton at Colaba, and urged that an effort should be made to prevent any restriction of that space. The Committee recognise the importance of the question, and feel sure that the Trustees of the Port will be sensible of the obligation to maintain all adequate facilities for the conduct of a trade that contributes so greatly to the commercial importance of Bombay. It has, however, been suggested that the Board of Trustees might at some moment underestimate the requirements of that trade, and my Committee instruct me to express the hope that the Trustees may be able to give them some assurance that no arrangements will be made for devoting to other purposes any of the land now used by the Cotton Trade at Colaba or that, before such arrangements are made, the Committee will be given an opportunity of advising your Board as to the trade aspect of the changes in contemplation and as to the suitability of such provisions as the Trustees may propose to compensate for any restriction of area.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BOMBAY, 16th May 1903.

No. 2262.

TO THE SECRETARY, CHAMBER OF COMMERCE.

SIR,—With reference to your letter, dated 27th April 1903, I am directed to say that more than half the area now used by the cotton trade at Colaba is the property of the Colaba Company and that the congestion during the present season is due to the large crop and to the transfer of the Government Cotton Green, now vesting in the Improvement Trust, to the Railway Companies. As regards the Trustees' Cotton Green, no proposals are in contemplation for the curtailment of the present area available for storage purposes, the Trustees being fully alive to the necessity of reserving the accommodation for the trade, pending its transfer, on the completion of the Port Trust railway to Mazagon.—I am, &c.,

H. E. HART, Secretary.

APPENDIX JJJ.

BAGGING OF GOODS.

JAVA SUGAR BAGS INCONVENIENTLY LARGE.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BOMBAY, 9th November 1903.

No. 5205.

TO THE SECRETARY, CHAMBER OF COMMERCE.

SIR,—I am directed to forward a copy of a letter, No. 12037, dated 2nd November 1903, relating to the large size of the bags in which importations of Java Sugar, recently landed at the Docks, were packed, and to suggest that a representation should be made to firms connected with the import of this class of cargo, recommending that shippers be asked to take measures to reduce the size of the bags to ensure greater facility in handling.—I have, &c.,

H. E. HART, Secretary.

No. 12037 OF 1903-04.

SUPERINTENDENT'S OFFICE,
PRINCE'S AND VICTORIA DOCKS,
BOMBAY, 2nd November 1903.

TO THE SECRETARY, BOMBAY PORT TRUST.

SIR,—I have the honour to bring to notice that importations of Java Sugar have recently been landed in these Docks, packed in bags of such proportion and weight, that our coolies, who are accustomed to handle such cargo in ordinary bags, cannot manage to handle, or carry these, but have to move them from the landing place on trucks, and of course piling or stacking them, so as to economise shed space, is almost out of the question. Our contractors have addressed a letter, No. 2649, dated 22nd October 1903, forwarded herewith, complaining of this, and suggesting that, if the matter were represented to the Bombay

Chamber of Commerce, some action might be taken by that authority to bring about a reduction in the size of these Java bags, which, in this case, weighed as under :—

3,471	Bags sugar,	marked	H. G. M.	each	cwts. 3-1-11	net.
752	Do.	do.	G. M.	do.	3-1-11	do.
3,564	Do.	do.	H.A.G.H.	do.	2-3-1	do.
310	Do.	do.	do.	do.	2-3-0	do.
1,918	Do.	do.	do.	do.	2-2-13	do.

The above were all landed in the Victoria Dock, *ex* s.s. "Duisburg" from Java in October 1903.—I have, &c.,

JOHN HAND, Superintendent.

CHAMBER OF COMMERCE,

BOMBAY, 14th November 1903.

THE SECRETARY, BOMBAY PORT TRUST, BOMBAY.

SIR,—I am directed to acknowledge the receipt of your letter No. 5205 of the 9th instant, with its accompaniment, and to say that the matter referred to, is being brought to the notice of the members of the Chamber of Commerce.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX KKK.

PLAGUE AND ITS PREVENTION.

INOCULATION ADVOCATED BY CHAMBER.

CHAMBER OF COMMERCE,

BOMBAY, 1st September 1903.

THE SECRETARY TO GOVERNMENT, GENERAL DEPARTMENT (PLAGUE),
BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to submit to His Excellency's Government the following considerations relating to plague. The extent to which commerce has suffered through the persistence of plague will, it is hoped, be recognised as accounting for the serious view taken by the Committee regarding the yearly increase in the mortality and the apparent suspension of active or effective measures to check the disease. I am, however, to lay special stress upon the facts that it has for some time been most difficult to procure labour for the conduct of trade and that all indications foreshadow an intensification of this difficulty.

2. That quarantine, segregation, evacuation and disinfection have, in Bombay, all proved not only useless but impracticable, is now authoritatively admitted, and the Committee therefore refrain from labouring the point.

3. On the other hand, the results of inoculation in every place where it has been seriously tried and properly supervised appear to my Committee to have been consistently and increasingly convincing. The Committee do not profess to concern themselves with anything but the results; but when all due allowance is made on the one hand for multiple inoculation of individuals, and, on the other hand, for spurious inoculation engendered by the careless payment of rewards, no reasonable doubt can remain that if the mass of the people could be persuaded to become inoculated, the city would be proof against any such epidemic as would disorganise trade or repel labour.

4. Even if its results were considerably less than they are, the cheapness of the remedy would justify its employment, and perhaps

its strongest recommendation is the absence of any accompanying disturbance of residence. Recent results showing that the protection lasts for several years, instead of only a few months as was at first supposed, remove one of the objections most commonly urged against it.

5. A series of circumstances have combined to discourage the people of Bombay and some other places from resorting to inoculation and to deter officials from promoting it actively. In the opinion of the Committee, one removable deterrent is to be found in the public uncertainty as to the cause of the accident at Mulkowal. The reticence of Government on this subject is not understood by the community or indeed by the Committee. The latter fully recognise that the disaster was accidental and that its singularity is remarkable in view of the very great numbers of operations that have been performed, often under conditions most unfavourable to security. I am directed to submit that no declaration respecting the cause of that accident can detract from the cumulative and conclusive evidence of inoculation's practical efficacy ; but to add that, in the opinion of my Committee the inquiry instituted by Government created a reasonable expectation of an official pronouncement and assurance on the subject, and has produced a corresponding uneasiness in face of the protracted reticence of the Government of India and the guarded declaration of the Secretary of State. They find it impossible to conceive that such reticence can serve any interest commensurate with those now being compromised by the continued rejection of the only known remedy against plague ; and they have reason to believe that an early and frank assurance as to the innocuous character of the prophylactic now being issued from the Government Laboratory in Bombay is a necessary preliminary of such revived activity in respect of inoculation as they have the honour to advocate.

6. The Committee recognise the difficulties of devising any definite scheme for the encouragement of inoculation, and have thought it their duty to seek for some specific suggestion of a practical nature which they might put before Government for consideration.

The fundamental difficulty probably resides in the distrust felt by Indian peoples towards any official promotion of an unfamiliar movement. Government has from the first most properly set its face against any attempt to force inoculation on the people ; and my Committee, representing that section of the community whose interests would first suffer from the effects of any compulsory measures, have

altogether discarded any proposals of such a nature. A scheme has, however, recently been submitted to them which proceeds on the principle of employing no official or permanent canvassers for inoculation, but giving to each person who has become inoculated a reward for persuading a limited number of his daily associates to follow his example. The people are thus relied upon to conduct the campaign themselves, Government confining itself to furnishing the necessary stimulus in the form of rewards. I am directed to forward with this letter a copy of the note in which the proposals were placed before the Committee, and it will be seen from the table appended thereto and from para. 9 of the note that the sudden and automatic arrest of the scheme through the limits of the population having been reached leaves a balance in the hands of Government. It is proposed to distribute this balance by lot among those holders of coupons who have been unable to earn the reward. The Committee recognise and appreciate the objection of Government to anything of the nature of a lottery; but the gravity of the present position in respect of plague is such as would thoroughly justify a departure, more imaginary than real, from an abstract principle which strictly applies only to lotteries conducted for the purpose of gambling. And while primarily urging that some definite policy for the control of plague be adopted and inaugurated with the least possible delay, they submit that inoculation offers the only substantial prospect of success. Secondarily, they would suggest that the scheme they now have the honour to recommend merits the sympathetic consideration of His Excellency's Government, inasmuch as it seems calculated to procure the voluntary inoculation of a large portion of the population in a short time, while, should it fail to enlist the co-operation of the people, it can do no harm.—I have, &c.,

J. M. DICK, Chairman.
FREDERICK NOEL-PATON, Secretary.

SCHEME FOR THE ENCOURAGEMENT OF INOCULATION IN BOMBAY CITY.

(SUBMITTED TO GOVERNMENT BY THE BOMBAY CHAMBER OF COMMERCE ON 1ST SEPTEMBER 1903.)

1. At various places and times, authorities responsible for plague measures have paid small sums to individuals as an inducement to them to undergo inoculation. In other places the people have read-

ily made small payments for the benefit of inoculation and thought the better of the operation because they had to pay for it. In both cases each transaction was complete in itself and there was no inherent reason why the matter should go further. The individual, having been inoculated, was selfishly indifferent as to whether others followed suit; and at each fresh case the work of the preacher of inoculation had to be begun *ab ovo* and without assistance.

2. The population of a city like Bombay is too vast, and in the main too ignorant, to be persuaded by a staff of persons specially engaged in the work. A person whose business it is to push inoculation finds that his arguments and assurances are for this very reason disregarded and even suspected to the point of deterring instead of persuading. Moreover, it is quite impossible for any staff of reasonable dimensions to really permeate the masses. What is wanted is a system under which the individual who has become persuaded of the advantages of inoculation, and who has secured those advantages for himself, will have an interest in bearing testimony among his ordinary associates to the slightness of the inconvenience attending the operation.

3. The principle of the scheme described below is that a reward should be offered, with the object, not of inducing the uninoculated to become inoculated, but of inducing the inoculated to persuade others to follow their example.

4. The scheme is an adaptation of the so-called "snowball" system: every inoculated person becoming interested in procuring four other healthy persons to be inoculated, who in their turns will be interested in procuring sixteen others, and so on in regular progression. Inoculation usually causes some fever and headache during 24 to 48 hours, and it is recommended that an interval of ten days should be allowed between first and second inoculation. Therefore 14 days in all are, under this scheme, allowed for the completion of each double inoculation. It will be seen that on this system, and even after making certain allowances, a period of eighteen weeks should see some 765,900, double inoculations effected and the community of Bombay rendered largely immune.

5. Briefly, the idea is that a man, having been twice inoculated, should receive a set of four coupons and become entitled to a reward as soon as four other healthy persons, each bearing one of these

coupons, have been inoculated once. It has been assumed that a man who has once been inoculated will undergo second inoculation in order that he may become entitled to a set of coupons yielding a reward. And it is certain that he will do so the more readily if he has seen the reward promptly paid over to the friend who brought him up for the *first* inoculation.

6. The scheme is one of which the cost at any stage of its progress may be exactly computed beforehand. It starts from a stated number of coupons, such number being multiplied by a stated quantity (4) in each period of a stated number of days (14); and it is restricted to the population—approximately known—of a particular place. The progression is therefore strictly circumscribed, and the scheme cannot get out of hand as "snowball" schemes have sometimes done.

7. The initial number of coupons is small. The sums involved in the early stages are therefore insignificant, and no substantial risk is incurred by offering large individual rewards for the first introductions. It is hoped that these larger rewards may make it worth the while of "respectable" people to participate at the beginning and so set an example. As the scheme develops, a greater number of people will engage in the operations, the general idea will be understood, and the work of persuasion will become easier. Therefore in the later stages, the sums are so reduced as to appeal to persons of the class which it is really desired to reach.

8. An essential feature of the scheme is that the coupons are not issued gratis, since people commonly disregard and neglect what they receive gratuitously. This has been borne out by the experience in places where a charge was made for inoculation. A small deposit is required for each set of coupons; but this deposit is only sufficient to give the depositor an interest in finding participants, and in every case the reward leaves a substantial profit. Thus, up to the end of the first month 50 persons will have paid Re. 1 each for coupons enabling them to earn Rs. 4. In the second month 773 persons will have paid As. 8 each for coupons enabling them to earn Rs. 2. In the third month 11,882 persons will have paid As. 4 for coupons enabling them to earn Re. 1. In the fourth month the people will be familiar with the system, less persuasion will be needed, and the reward will be reduced from Re. 1 to As. 12, leaving a profit of As. 8 on the four coupons, and in this month 182,587 persons should be inoculated and take out 581,904 fresh coupons. If all these coupons

are " placed, " the total of double inoculations done up to the sixth day of the fifth month should be 7,65,558. This represents virtually the whole population of Bombay. Holders of coupons will therefore probably find difficulty in discovering uninoculated persons to introduce. For this reason it would not be well at this stage to limit to fourteen days the period allowed for the placing of the coupons. A month might be allowed, but this might only promote tertiary and unnecessary inoculation for the sake of the reward.

9. Even if a month be allowed, it is probable that in many cases a man holding four coupons might fail to complete his set of four uninoculated persons to introduce. He would, therefore, not be able to earn the reward, and at the conclusion of the scheme Government will hold a considerable credit balance. Foreseeing this risk, the people would probably draw off from the scheme before the last of the uninoculated community had been brought in. It should, therefore, be declared from the beginning that any balance in hand from the coupon-deposit fund at the end of the fifth month will be divided into bonuses of say, Rs. 25 each, to be distributed by lot among persons who have taken out coupons in the last month, but who have been unable to earn the reward upon them. This will give the people confidence in taking out coupons to the last, so that by the end of the fifth month it may be assumed that every healthy man, woman and child in the Island has been inoculated, or at all events subjected to the most favourable kind of personal suasion.

10. Indeed it is not impossible that the final distribution by bonus will so appeal to the native love of a lottery that there may be a disposition to take out coupons with this single aim in view. But in any case none but holders of H. coupons could do so, and the evil could therefore be of very limited extent. It might, however, be declared from the beginning that the bonus to be paid in respect of a winning number under which no person has been inoculated shall be one of Rs. 24 only, while the holder of a winning number under which one or more persons have been inoculated shall receive the full reward of Rs. 25.

11. The kind of person to whom any pretext for inaction is good enough will plead that this is very like a lottery. It has this essential difference that it is an entirely subsidiary part of an operation undertaken for the vital good of the community, and is at once the simplest and most popular means of restoring to the people such profit as

may remain in the hands of Government on the completion of that operation. It should be carried out and the result notified in the manner adopted by the Bombay Tramway Company ; and to discard the proposal because it remotely resembles a lottery would be much like refusing to give a glass of brandy to a man in state of dangerous prostration on the ground that all alcohol is an abomination.

12. Some of the details of the scheme may be given here with greater fulness.

13. On, say, the 1st October next, ten healthy persons, resident in different parts of the city, would be inoculated. On the 12th, they would be inoculated for the second time, and on depositing a sum of Re. 1 each would receive a set of four coupons of the first or "A" series. These coupons would be cognizable and serially numbered ; and their numbers would at time of issue be entered in a register kept for this purpose, opposite the number of the coupon under which its recipient was originally inoculated. It should be ordered that all coupons must be presented at the station from which they issued, and, after cancelment under safeguards, they would be stuck in the register opposite to the relative entry referred to. So soon as all four coupons of a set had been presented and the presenters had undergone first inoculation, a reward of Rs. 4 would be paid to the person to whom they were originally issued. Fourteen days later the 40 people introduced by the first ten would have been twice inoculated, and, on their depositing Re. 1 they in turn would receive four coupons of the "B" series. A person inoculated under a coupon bearing a particular letter of the alphabet would receive coupons bearing the next letter of the alphabet.

14. The coupons issued in the various months and at the various rates of deposit would be of different colours and it should be stated on each that the reward at the full rate will be paid only if the whole set of four coupons has been returned on or before the last day of the month succeeding that in which such set was issued. Sets completed after that date should be entitled to reward only at the rate fixed for coupons issued in the month preceding that in which such set is actually completed.

15. In the appended table it will be seen that the numbers of persons supposed to be inoculated do not increase in the sense of being quadrupled in each fortnight. The discrepancy arises from the fact

that in estimating the amount of inoculation to be actually accomplished it has been thought well to make a two per cent. deduction throughout for loss and destruction of coupons. It is unlikely that so many will go astray; and it will be well to print the full range of coupons :—

White	"A" ...	...	... 40			
„	"B" ...	...	... 160	...	...	200
Yellow	"C" ...	...	... 640			
„	"D" ...	...	... 2,560	...	...	3,200
Red	"E" ...	...	... 10,240			
„	"F" ...	...	... 40,960	...	...	51,200
Blue	"G" ...	...	... 163,840			
„	"H" ...	...	... 6,55,360	...	...	819,200
Green	"I" ...	...	As required.			

16. The numerous inoculations that would fall to be done in the fourth month will require considerable organisation, and it is an open question whether each coupon ought not to bear directions as to when and where it is to be presented. This might prevent overcrowding of the stations at particular hours, but in any case it will almost certainly be necessary in this fourth month to provide for inoculation by night, so as to interfere as little as possible with industry.

17. Arrangement should be made with millowners and other employers to give two days' leave on full pay after each inoculation.

18. Women and children should be encouraged to take out coupons and bring in their relatives.

19. At the end of the fifth month it should be announced that all further inoculations must be paid for at the rate of, say, As. 2 per operation.

20. Appended is a table showing the general working of the scheme. It will be seen that the maximum net debit balance against Government exclusive of staff and working expenses, is less than Rs. 1,000 and that failure of the scheme, in the sense of a refusal of the people to engage in it, cannot involve a greater sum.

"Snowball" scheme for the encouragement of Anti-Plague Inoculation in Bombay City by payment of Rewards to persons inducing others to be inoculated.

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)		(10)	(11)	(12)	
Fortnight ending.	Charge for Set of 4 Coupons.	Reward for Set of 4 Coupons.	Colour and Series of Coupons.	Double Inoculations in Fortnight.	Total Inoculations to date.	Coupons issued in Fortnight.	Deduction 2 per cent. Loss or Destruction.	Broken Set of Coupons earning no Reward		Fortnight's Receipts for Coupons.	Fortnight's Payments in Rewards.	Balance of Receipts, Plus or Minus.	
								Sets.	Rewards not paid.			On Fortnight.	To Date.
									Rs.	Rs.	Rs.	Rs.	Rs.
14th October ...	Re. 1	Rs. 4	White A.	1(	1(	4(	—	.....	.....	10	.....	+ 10	+ 10
28th ,, ...	,,	,,	,, B.	4(	5(	16(	— ?	.....	.....	40	40	.....	+ 10
11th November ..	As. 8	Rs. 2	Yellow C.	15	20	62	— 12	3	— 12	78	148	— 7(	— 60
25th ,, ...	,,	,,	,, D.	61	82	2,46	— 49	5	— 10	308	304	+ 4	— 56
9th December ...	As. 4	Re. 1	Red E.	2,41	3,23	9,66	— 193	19	— 38	604	1,194	— 590	— 646
23rd ,, ...	,,	,,	,, F.	9,46	12,70	37,86	— 757	77	— 77	2,367	2,36	— 19	— 665
6th January ...	As. 4	As. 12	Blue G.	37,11	49,81	1,48,44	— 2 968	303	— 303	9,278	9.164	+ 11	— 551
20th ,, ...	,,	,,	,, H.	1,45,47	1,95,29	5 81,90	— 11,638	1,187	— 890	36,369	26,943	+ 9,426	+ 8,875
3rd February ...	As. 4	As. 8	Green I.	5,70,26	7,65,55	22,81,06	.....	4,655	— 3,592	1,42,567	1,05,515	+ 37,052	+ 45,927

Note on Column 9—The computation of the number of sets of coupons likely to be broken and disqualified for reward by the loss of a given number of coupons is difficult; for the number of coupons involved in a single loss may vary from 1 to 4. The estimate made in column 9 is a moderate one, although due weight has been given to the probable exercise of greater care by persons holding more than one coupon.

BOMBAY, *1st September* 1903.

No. $\frac{1666}{P}$ OF 1903.

GENERAL DEPARTMENT (PLAGUE),

BOMBAY CASTLE, 9th September 1903.

TO THE CHAIRMAN OF THE CHAMBER OF COMMERCE, BOMBAY.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 1st September 1903, proposing a scheme for the inoculation of the inhabitants of Bombay, and to state that it will be laid before Government.—I have, &c.,

ALEX. KING, *for* Secretary to Government.

APPENDIX LLL.

PORT OF BOMBAY.

LANDING OF COAL—STEVEDORES' CHARGES.

INDIAN MINING ASSOCIATION,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 13th August 1903.

No. 350-R.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

Coal Shipments to Bombay.

DEAR SIR,—The attention of the Committee of the Indian Mining Association has been drawn to the exorbitant charges now being levied by stevedores in Bombay for discharging coal steamers. The stevedores are licensed by the Port authorities but the latter appear to have no check whatever on their charges, and, under existing conditions, shippers have the choice of incurring heavy demurrage charges or of paying the exorbitant rates demanded by the stevedores. Recently, the rates demanded ranged between Re. 1 and Re. 1-8 per ton. It is understood that the present rate is twelve annas per ton for an output of 700 tons a day, as compared with 1,000 tons a day, at four to five annas per ton, the usual quantity and charge.

As the matter is one affecting the welfare of the Port, the Committee respectfully solicit the intervention of your Committee in the direction of a representation to the Port Trust. Coming from so influential a body in all that concerns the trade of the Port, any representation which the Committee of the Chamber may see fit to make, must necessarily command attention.—Yours, &c.,

H. M. HAYWOOD, Acting Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 28th August 1903.

THE ACTING SECRETARY, INDIAN MINING ASSOCIATION, CALCUTTA.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter, No. 350, dated the 13th August, on the subject of the charges made by stevedores in Bombay for discharging coal steamers. I am to say that the matter is not one which the Committee would feel justified in approaching the Bombay Port Trust, as the charges in question are purely a matter of bargain between owners and stevedores, and subject to the usual laws of supply and demand. The inadequacy of the supply of dock labour in Bombay has become a very serious question, which is separately engaging attention, both of the Chamber and of the Port Trust, and I am to mention that in spite of the high charges complained of by you, it is understood that during the past three months the stevedores have lost heavily.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX MMM.

SCARCITY OF LABOUR IN THE DOCKS.

BOMBAY, 30th October 1903.

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—While congratulating our Chamber for the success achieved in connection with the Nagda-Bara Railway, the final surveys of which have been recently sanctioned by the Government of India, as appeared in the *Times of India* of the 3rd instant, and which will open for Bombay, "a through route to the north shorter than any yet projected and which with the completion of the Baroda-Godhra Chord, now under construction with Delhi along and almost due north and south route tapping new country and opening up Central India and Rajputana and affording them an outlet to the sea and the outer world generally," may we venture to ask in view of the next busy export season, to be kind enough as to let us know what progress is being made for the new docks proposed by the Port Trust, and approved by the Chamber of Commerce.

2. Last year shippers and charterers had lot of difficulty in getting accommodation to secure free permission to cart cargo for various steamers in April, May and June, while some of the sheds were fully stored with import cargo like rice, sugar, &c., and shippers were obliged to keep their stuff in open and had to wait till space was made ; the steamers were thus delayed very often.

3. Although the best management of the Dock Superintendent and his staff had more or less been the cause of feeling less pang than it existed, but considering the expansion of trade and bigger steamers coming to load in Bombay, Bombay should have sufficient convenience for exporting cargo freely.

4. Arrangements should be made that a larger number of coolies be kept. According to the last report the Port Trust made again enormous profits ; they might therefore increase the rates they pay for labour, so that, they should always have ample, which was not the case last year.

5. The Port Trustees have wisely taken up the important scheme of the new gigantic docks but delay in such matters should not happen when extension of railways all round to bring cargo fast to export is being carried by Government and others, so quickly. Is it not more important that ways of export made first clear and easy before cargo is brought and jammed for shipment?

6. Under the circumstances, we think the Port Trust should apply all their means and energy available to the building of the new docks before they undertake any other work.

We shall thank you to put this letter before the Committee of the Chamber of Commerce for consideration—Yours, &c.,

CHUGONDAS & Co.

CHAMBER OF COMMERCE,
BOMBAY, 6th November 1903.

THE SECRETARY, PORT TRUST, BOMBAY.

SIR,—The prospect of a large crop and large exports have led the Chamber of Commerce to consider the difficulties in respect of labour which have from time to time been increasingly felt in this Port during recent years. The Committee believe that the Trustees of the Port are alive to the importance of the question; but, as directly representing commerce, they think it right to state their expectation that the movement of produce during the coming season will be unprecedented, and their conviction that any failure of the organization of the Port to keep in line with that movement would create a situation that might prove to be irremediable till the end of the season. It is scarcely necessary to represent the disastrous effects that such a situation would produce both on the trade of the year, and on the reputation of the Port; and the Committee rely with confidence on your Board's making the most liberal provisions for its prevention. One measure which my Committee desire to commend to the attention of the Trustees is that all dock spaces and sheds should be kept scrupulously clear for export cargo. And they would most earnestly point out that the contractors should be given emphatic and timely warning, that they must have an abundant supply of labour at hand, so that night working may be conducted regularly and efficiently—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 6th November 1903.

MESSRS. CHUGONDAS & Co., BOMBAY.

DEAR SIRS,—I am directed by the Committee of the Chamber of Commerce to thank you for your letter of the 30th October, in which you urge the necessity of an early completion of the new docks and the importance of ample provisions being made in respect of labour for the large trade to be expected next year. I am to say that the Port Trustees appear to my Committee to be doing their utmost to expedite the commencement and so the completion of the said dock; but they recognise that some four or five years must pass before relief can be looked for from that quarter. The Committee are fully alive therefore to the urgent need that exists for the most ample provisions being made for the coming season in respect of labour. They are aware that this question is already occupying the attention of the Trustees of the Port; but they are addressing that body not only upon this matter but upon the importance of keeping all dock spaces and sheds as far as possible clear of import cargo. It is expected that the relief from the recent additions to the shed accommodation will be fully felt in the coming season—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

CIRCULAR LETTER TO ALL MEMBERS.

CHAMBER OF COMMERCE,

BOMBAY, 9th November 1903.

DEAR SIRS,—The Committee of the Bombay Chamber of Commerce having in view the very great movement of produce to be looked for in the coming season and the disastrous effects that would attend any failure of the organization of the Port to keep in line with that movement, direct me to represent to you the expediency of warning your stevedores and muccadums to make the most ample provision in respect of labour.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX NNN.

TOWN DUTIES.

Further Proposals by the Chamber.

Extract para. 5 of Resolution of the Government of India, Home Department (Municipalities), No. 55-60, dated the 24th April 1899.

5. The greatest danger from octroi is that it is often allowed to be converted into a transit duty. It is essential that this form of taxation shall be confined entirely to the *consumption of the town* in which and for whose benefit it is levied, and to secure this two principles have been laid down by the Government of India, *viz.* :—

(1) that the articles taxed are the main staples of local consumption and are as few as possible, and

(2) that the utmost facility is given in the way of arrangements either for passing articles through town limits under bond, or for facile refund on exit of duties levied on entrance.

Orders in this sense were issued in 1868 and subsequent years, but they were evaded in many instances, and Lord Lytton's Government in 1879 proposed to embody them in a formal Act of Legislature. In the case of some of the smaller towns which have recently asked for sanction to the increase of the rates in their octroi schedules, the Government of India have noticed that the local authorities have urged that the increase should be permitted on the express ground that it would not fall wholly upon the inhabitants of the town, but would catch the through traffic also. Even in Presidency towns it has been observed that proposals to impose a terminal tax for local purposes, with no exemptions or refunds, have been seriously advocated. The line of argument adopted in such case appears to be that as the Government of India approve and sanction the levy of octroi, provided it is conditioned with refunds and exemptions for goods not locally consumed and as a tax of this sort, with the best arrangements, is a greater inconvenience to through traffic than a small import with no refunds at all; therefore the Government may be taken as agreeing to a general duty with no refunds provided it is light enough. The Government of India repudiate this erroneous argument and desire to make it clear that, in their opinion, unless facilities for refunds and exemptions can

be arranged, octroi of any kind is not an admissible form of taxation. It is to be remembered that the accumulation of petty burdens may become a very sensible infliction in the end, and that in matters of commerce it requires a very narrow margin indeed to turn the scale between a profitable and a languishing one.

CHAMBER OF COMMERCE,

BOMBAY, 28th February 1903.

THE MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY,

BOMBAY.

SIR,—As a result of the correspondence already exchanged between this Chamber and yourself on the subject of Town Duties and the evils that attend the cumbrous Refund system, and more particularly in consequence of an informal interview had with you by a Deputation from my Committee on the 25th September last, I was some time ago instructed by my Committee to undertake a fresh study of the question for the specific purpose of ascertaining whether it were possible to devise a system of Town Duties under which the Refund procedure could be discarded and such nett Revenue as is at present derived from each trade might be taken from that trade in respect of the whole imports instead of those goods only which are theoretically not re-exported.

The result of the enquiry have been embodied in a Tentative Note, of which I am directed to hand you a copy. The Committee believe that a charge assessed on the lines indicated would, in the main, be borne by the same persons as pay the present revenue; and from the feeling of the Members of Committee and of those other merchants whom they have been able to consult, they think that the change would in most cases be welcomed. They conceive that the proposals go far to obviate the opposition that might otherwise have proceeded from persons engaged solely in the export trade; but they have, of course, no power to commit the commercial community to approval either of the said proposals or of that principle of taxation upon trade which underlies all systems of Town Duties. Indeed the Committee think it well to guard themselves expressly from any supposition that, in sending forward this new scheme to you, they in any way abandon or qualify their opinion that all taxation upon trade instead of property is fundamentally wrong, and that it could be justified only by such exhaustion of the

alternative source of revenue as cannot be said to exist in Bombay. Subject to this reservation, they feel that they may recommend the new proposals to your consideration as of a palliative nature. At your convenience, they will be glad to depute one or two of their members to talk the matter over with you; and if something on the lines indicated should then be found feasible, the Committee would take steps to consult the representatives of commercial opinion in regard to it.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 4947 OF 1902-03.

BOMBAY MUNICIPALITY, 6th March 1903.

FROM THE REVENUE AND REFUND AUDIT OFFICER.

TO THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—I have the honour to state that your letter on the subject of "Town Duties and the evils that attend the Refund System" has been forwarded to me by the Municipal Commissioner for report. I shall feel obliged by your favouring me with two printed copies of the "Tentative Note" appended to your letter for my office records and sending the same with the bearer.—I have, &c.,

S. B. MASTER,
Acting Revenue and Refund Audit Officer.

TOWN DUTIES.

Without Refunds.

TENTATIVE NOTE ON PROJECT OF SMALL TOWN DUTY ON ALL ARRIVALS OF COMMODITIES AT PRESENT SUBJECT TO TOWN DUTIES; NO REFUNDS TO BE PAID ON RE-EXPORTATION.

Introduction.

1. The question to be solved is whether an over-all duty yielding clear revenue as at present would be so small that merchants conducting through trade in the articles subjected to it would submit to it in consideration of the removal of the present troublesome refund procedure.

2. The method pursued has been to ascertain the amount of town duty realized by the Municipal revenue in respect of each commodity after deducting refunds and cost of collection; and then to establish

the rate of duty per unit of such commodity which must be levied on the total imports of that commodity to yield a total nett town duties revenue as at present.

3. The average price per unit of each commodity has been ascertained by comparison of the Custom House returns of total import quantities with those of total import values. This is necessary, since in all commodities except timber the Municipal figures take no cognizance of values; while in regard to timber (on which duty is *ad-valorem*) they take no cognizance of quantities. It is, of course, possible that if the Municipal figures had taken cognizance of these factors, the average price on their record might not have worked on exactly the same as the price found from the Custom House figures. In case of timber, this may even be said to be probable, as will be seen from the special note on that article. In regard to commodities other than timber, valuations per unit, if shown by the Municipality, might not have varied greatly from those shown by the Custom House. Too much reliance must not be had on the valuations given by Government, or on ratios deduced from them. The method adopted by Government in respect of rail-borne trade is notoriously inaccurate, but no other valuations are in fact available.

4. Since the quantities of imports of each commodity, as returned by the Custom House and by the Municipality, respectively, do not agree, it has been thought well to accept the Municipal figures in computing the total quantity of each commodity from which revenue will be derivable.

5. The total value of such Municipal quantity of each commodity is estimated on the basis of the average import price per unit, deduced from the Custom House figures as described in para. 3.

6. The gross revenue, the refunds and the net revenue in respect of each commodity, as well as the cost of collection, are taken from the Municipal reports. The cost of collection consist of (*a*) cost of collection proper, given under "Assessment and Collection Department" in Municipal account; (*b*) contribution to Revenue and Refund Audit Department as shown in the foot-note to the annual "Statement of Total Receipts and Disbursements." It should be noted that in some parts of the Municipal reports, the figures quoted in relation to town duties refer to duties and refunds that became payable within the period dealt with, while in other parts of the reports the figures quoted relate to duties and refunds actually paid

in the same period. A considerable part of such payments often relate to the preceding financial year, and some care is required on this account.

7. A comparison of the total quantity of each commodity with the gross revenue derived from it gives the average rates of duty per unit of that commodity which was actually charged in the period dealt with. A comparison of the total value of each commodity with the gross revenue gives the *ad-valorem* percentage of such duty.

8. A comparison of the total quantity of each commodity with the nett realization of revenue from it (*i.e.*, the nett revenue less cost of collection) gives a basis for computation of the rate of non-refundable duty that must, together with a suitable provision for the cost of collection, be charged on all arrivals of such commodity to yield revenue as at present. A comparison of the nett realization with the total value of each commodity gives the *ad-valorem* rate of such duty. It must be continually borne in mind that while the nett realization represents all that the Municipality gains by town duties, the burden of those duties on trade is not covered even by the nett revenue (*i.e.*, the nett realization plus cost of collection). To that must be added the sums diverted by the Chittiwalla and Co., and the cost of clerks to attend to the recovery of refunds plus interest on the amount of the latter.

9. The examination of the town duties question undertaken in 1901 was based on the ten years 1890-91 to 1899-1900. By the courtesy of the Municipal Commissioner, it has been possible to base the present study on the figures for 1901-02 on the ten years' period 1892-93 to 1901-02.

10. For the ten years 1892-93 to 1901-02 the average annual gross revenue from all town duties was Rs. 20,53,964. The average annual cost of collection (including contribution to Refund Audit Department) was Rs. 74,640, or about 3·6 per cent. of the gross revenue.

11. But either of the ten years' periods includes years when financial exigencies had raised Municipal taxation to an abnormal point and all town duties were at the statutory maximum. Therefore an average taken over the last ten years gives no indication of the reasonable "expectation." It must further be borne in mind that the prices of recent years were raised by abnormal causes to a

level not likely to be attained when ordinary conditions exist, and especially when the enhancement in the purchasing power of the Rupee in respect of produce has had a chance of manifesting itself. For this reason I have carried out the whole of the above calculations also for the single year 1901-02, when town duties had in some instances been reduced. For this year 1901-02 the gross revenue was Rs. 21,89,402 and the cost of collection, including contribution to Refund Audit Department, was Rs. 98,356, or about 4·5 per cent. of gross revenue.

12. The cost of collection proper and the contribution to Refund Department (*see* para. 6) ought not both to be charged at a uniform rate to each commodity. The expenditure on Refund Department for any single commodity depends on the extent to which that commodity is re-exported. Therefore, while it is correct to charge each commodity with cost of collection proper in the ratio which the gross revenue from that commodity bears to the total gross revenue, the Refund Department charge ought to be apportioned to each commodity in the ratio which the refunds on that commodity bear to the total refunds. The following table shows the cost of collection chargeable to each article under the above system.

(The nett refunds on flour in excess of collection are included in the refunds on grain.)

	10 Years average.			Single Year 1901-02.		
	Cost of Collection proper.	Refund Duty.	Total.	Cost of Collection proper.	Refund Duty.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Sugar ...	26,735	6,447	33,182	37,160	8,567	45,727
Beer ..	895	193	1,088	1,577	312	1,889
Grain ..	17,204	3,374	20,578	21,022	3,836	24,858
Ghee ...	6,598	343	6,941	9,150	407	9,557
Timber ...	3,759	182	3,941	4,842	258	5,100
Spirits ...	7,115	171	7,286	9,421	176	9,597
Firewood ..	1,624	.....	1,624	1,628	.....	1,628
	63,930	10,710	74,640	84,800	13,556	98,356

In all the appendices deduction is made on this principle and the balance is the nett realisation to the Municipal revenue.

13. A question will suggest itself as to whether the cost of collection ought strictly to be so deducted, seeing that collection of the non-refundable duties will still entail expenditure. The reason for the deduction is that a considerable part—in the last ten years some 15 per cent. and probable more—of the cost of collection relates to the complicated refund procedure which it is desired to abolish.

14. There are no data for an estimate of the probable cost of collecting the non-refundable duties; but since it could not well exceed 3½ per cent. of such duties, provision for such a charge has been made in the projected scale of duties as shown in Appendices J, K, L and M. The two last are the most important, and the note upon them should be read with care.

15. I give in a tabular form the annual averages of the entire Town Duties system on the ten years, 1892-3 to 1901-02—

(*a*)	Total value, Imports of Specified Commodities		Rs. 10,34,60,000
(*b*)	Average Total Gross Revenue.	Rs.	20,51,500
(*c*)	„ „ Refunds ...	„	10,47,500
(*d*)	„ „ Nett Revenue.	„	10,04,000
(*e*)	„ „ Cost of Collection	„	75,000
(*f*)	„ „ Nett Realization	Rs.	9,29,000

Ratio of (*e*) to (*b*), say 3·6 per cent.
„ (*f*) to (*a*), 0·89—say 0·9 per cent.

16. The following table gives the same figures for the single year 1901-02:—

(*a*)	Total value, Imports of Specified Commodities		Rs. 10,44,70,000
(*b*)	Total Gross Revenue... ...	Rs.	21,90,000
(*c*)	„ Refunds...	„	11,17,000
(*d*)	„ Nett Revenue	„	10,73,000
(*e*)	„ Cost of Collection ...	„	98,500
(*f*)	„ Nett Realization ...	Rs.	9,74,500

Ratio of (*e*) to (*b*), say 4·5 per cent.
„ (*f*) to (*a*) 0·94 to per cent.

17. Appendices **A**, **B**, **C**, **D**, **E**, **F** and **G** show the following factors in respect of each commodity and each period :—

(1)	Average Import price per unit.	(7)	Cost of Collection.
(2)	Quantity imported.	(8)	Nett Realization.
(3)	Value of such quantity.	(9)	Ratio of (8) to (2).
(4)	Gross Revenue.	(10)	,, (8) to (3).
(5)	Refunds.	(11)	,, (4) to (2).
(6)	Nett Revenue.	(12)	,, (4) to (3).

Appendix **H**[1] shows particulars of imports of *Hay and Straw* not at present subject to Town Duty.

Appendix **H** shows particulars of imports of *Spices* not at present subject to Town Duty.

Appendix **I** gives for each commodity and for each period a summary of the four ratios.

Appendix **J** gives the probable level of non-refundable duty and the yield to be expected as compared with the present nett realization, on the basis of the ten years, 1892-3 to 1901-02.

Appendix **K** gives the same on the basis of the single year 1901-02.

Appendix **L** gives the calculation of the maxima rates to be legalised, as found on the basis of the ten years.

Appendix **M** gives the same as found on the basis of the single year.

Notes on special points will be found attached to the various Appendices.

18. *Note on effect of five-rupee minimum.*—Under the present Town Duty system no refund of a less sum than Rs. 5 can be claimed. As all commodities are to some extent exported in quantities on which the refund would amount to less than Rs. 5, the ratio of refunds to gross revenue does not strictly represent the ratio of re-exports to imports. In respect of certain commodities that are customarily despatched from Bombay in relatively small quantities the discrepency between the two ratios is probably considerable. Wines and spirits may be instanced. In order that some estimate may be formed of the extent to which this factor probably affects

the figures given for the various commodities, a note is here appended of the minimum quantity of each commodity on which refund would amount to Rs. 5.

Sugar, 10 cwts. at As. 8.	Ghee, 8 mds., at As. 10.
Beer, 160 gals., at pies 6.	Timber, 4·4 tons, at Rs. 1-2.
Grain, 20 cans., at As 4.	Spirits, 20 gals., at As. 4.

Firewood, 80 cans, at Anna 1.

APPENDIX A.

SUGAR.

1892-3 to 1901-2.

Average Import Price (deduced from C. H. figures) per Cwt. ... ... Rs 11-5-1·53

Average Annual Arrivals (Municipal figures) per cwt. Cwt. 1,715,856

Value of this quantity at the above price ... ... Rs. 1,94,24,294

Average Gross Revenue. Rs. 8,57,928

„ Refunds ... „ 6,30,569= 73 5 per cent.

„ Nett Revenue. Rs. 2,27,359

Less—Cost of Collection „ 33,182

Nett Realization ... Rs. 1,94,177

Equal to Re. 0-1-9·72 per cwt. or 0·99 per cent. of value.

Average rate of duty charged Re. 0-8-0 per cwt. or 4·417 per cent. of value.

1901-2.

Average Import Price (deduced from C. H. figures) per Cwt. ... ... Rs. 10-8-10·14

Total Arrivals (Municipal figures) ... ... Cwt. 1,918,738

Value of this quantity at the above price ... ... Rs. 2,02,48,082

Gross Revenue ... Rs. 9,59,368

Refunds ... ... „ 7,11,446= 74·1 per cent.

Nett Revenue ... Rs. 2,47,922

Less—Cost of Collection ... „ 45,727

Nett Realization. Rs. 2,02,195

Equal to Re. 0-1-8·23 per cwt. or 0·99 per cent. of value.

Rate of duty charged Re. 0-8-0 per cwt. or 4·738 per cent. of value.

Sugar is the article of which the largest proportion (74 per cent. in 1901-02) is re-exported. Yet it pays duty at almost exactly the same *ad valorem* rate as spirits and wines, of which only 6 to 7 per cent. are supposed to be re-exported.

APPENDIX B.

BEER, ETC.

1892-3 to 1901-2.

Average Import Price (deduced from C. H. figures) per gal.	Rs.	1-3-5·04	
Average Annual Arrivals (Municipal figures) ...	Gals.	918,615	
Value of this quantity at the above price ...	Rs.	11,14,969	
Average Gross Revenue	Rs.	28,706	
Average Refunds	„	18,008	= 62·7 per cent.
Average Net Revenue	Rs.	10,698	
Less—Cost of Collection ...	„	1,088	
Nett Realization	Rs.	9,610	

Equal to Rs. 0-0-2·01 per gallon or 0·86 per cent. of value.

Average rate of duty charged Re. 0-0-6 per gallon or 2·584 per cent. of value.

1901-02.

Average Import Price (deduced from C. H. figures) per gallon	Re.	1-1-3·47	
Total Arrivals (Municipal figures)	...Gals.	1,309,488	
Value of this quantity at the above price	Rs.	14,14,997	
Gross Revenue	Rs.	40,921	
Refunds	„	25,453	= 62 per cent.
Net Revenue	Rs.	15,468	
Less—Cost of Collection.	„	1,889	
Nett Realization ...	Rs.	13,579	

Equal to Re. 0-0-1·99 per gallon or 0·95 per cent. of value.

Rate of duty charge Re. 0-0-6 per gallon or 2·892 per cent. of value.

Beer is taxed about 2·9 per cent. of its value, but some 62 per cent. of the imports are re-exported, and while the rate of duty is 6 pies per gallon on imports, there remains to the Municipal revenue, after deducting refunds and cost of collection, a sum representing only pies 1·99 per gallon of imports. It is fairly clear, therefore, that in respect of this trade at all events the proposal of a small non-refundable duty will meet with no opposition.

APPENDIX C.

GRAIN AND PULSE.

DEDUCTING NETT FLOUR REFUNDS.

1892-3 to 1901-2.

Average Import Price (deduced from C. H. figures) per candy			Rs. 30-5-3·41
Average Annual Arrivals (Municipal figures) ...			Cans. 2,238,497
Value of this quantity at the above price			Rs. 6,78,94,197
Average Gross Revenue	Rs. 5,52,134		
„ Refunds (including nett flour refund in excess of collection) ...	Rs. 3,30,469	= 59·9 per cent.	
„ Nett Revenue.	Rs. 2,21,665		
Less—Cost of Collection „	20,578		
Net Realization ...	Rs. 2,01,087		

Equal to Rs. 0-1-5·24 per candy or 0·29 per cent. of value.

Average rate of duty charged, Re. 0-3-11·36 per candy or 0·813 per cent. of value.

1901-2.

Average Import Price (deduced from C. H. figures) per candy	Rs.	30-11-11·33
Total Arrivals (Municipal figures)	Cwts.	2,170,809
Value of this quantity at the above price	Rs.	6,67,50,454
Gross Revenue ...	Rs.	5,42,702
Refunds (including nett flour refunds in excess of collection)	„	3,00,366=55·3 per cent.
Net Revenue	Rs.	2,42,339
Less—Cost of Collection	„	24,858
Nett Realization ...	„	2,17,481

Equal to Re. 0 1-7·23 per candy or 0·32 per cent. of value.

Rate of duty charged, Re. 0-4-0 per candy or 0·813 per cent. of value.

Note.—Flour is subject to town duty at 75 per cent. of the ruling rate for grain. The imports of this article are negligible. Refunds on flour are paid at the rate stated; and as the large quantity of flour exported is manufactured from grain imported, the refunds on flour have been treated by me as refunds on grain. To this extent the above grain figures will not be found to tally with those in the Municipal reports.

Average net refunds on *flour* in excess of collections:—

10 years' period	Rs.	16,296
Single year	„	18,856

APPENDIX D.

GHEE.

1892-3 to 1901-2.

Average Import Price (deduced from C. H. figures) per Bo. Md.	Rs.	10-13-0·96
Average Annual Arrivals (Municipal figures).	Bo. Mds.	383,512
Value of this quantity at the above price	Rs.	41,48,537
Average Gross Revenue.	Rs.	2,11,659
„ Refunds ...	„	34,444=16·27 per cent.
„ Net Revenue	Rs.	1,77,215
Less—Cost of Collection	„	6,941
Net Realization ...	Rs.	1,70,274

Equal to Re. 0-7-1·24 per maund or 4·1 per cent. of value.

Average rate of duty charged, Re. 0-8-9·97 per maund or 5·102 per cent. of value.

1901-2.

Average Import Price (deduced from C. H. figures) per Bo. Md.		Rs.	11-14-7·4
Total Arrivals (Municipal figures)		Mds.	377,891
Value of this quantity at the above price		Rs.	45,02,021
Gross Revenue ...	Rs. 2,36,183		
Refunds	„ 33,530=14·2 per cent.		
Nett Revenue ...	Rs. 2,02,653		
Less—Cost of Collection ...	„ 9,557		
Nett Realization ...	Rs. 1,93,096		

Equal to Re. 0-8-2·10 per maund or 4·28 per cent. of value.

Rate of duty charged, Re. 0-10-0 per maund or 5·246 per cent. of value.

Note on Ghee.—Ghee is a subject of peculiar difficulty, seeing that there is a large and growing local industry in the preparation of Bombay ghee. (Read the Ghee Adulteration Act, No. II of 1899.) A memorial was recently addressed to the Municipal Commissioner on the subject of this local industry and its freedom from town duty. In the presence of that industry the identification of imported ghee on re-exportation has become impossible. If the circumstances are at all as stated in the memorial referred to, it is difficult to imagine what is the purpose of the Municipal Commissioner in again raising the town duty on ghee for 1902-03 to As. 10 per Bombay maund. The memorial states that some 20,000 maunds of Bombay ghee are sold locally every year. I have found no way of checking this figure. In the ten years 1892-93 to 1901-02, exports of ghee from Bombay, according to the Government figures, averaged 110,433 maunds per annum. On the other hand, the Municipal returns show that refunds were paid on average exportation of 62,410 maunds only. Strictly, the difference of 45,023 maunds ought to be Bombay ghee; but for various reasons it will probably be safer to take a very much lower figure, say 30,000 maunds. With the 20,000 maunds said to be sold locally, this brings the local production to 50,000 maunds and the total available supply to some 430,000 maunds, of

which about 80,000 (18·6 per cent.) are exported. It would seem reasonable that the local ghee should be made to contribute by license or otherwise. The last Census Returns (Table XV, No. 82) show 147 preparers of ghee in Bombay.

APPENDIX E.

TIMBER.

1892-3 to 1901-2.

Average Import Price (deduced from C. H. figures) per ton	Rs.	55-0-7·67
Average Annual Arrivals (Municipal figures) value	„	48,25,043
Quantity represented by this value at the above price	Tons.	87,664
Average Gross Revenue	Rs.	1,20,625
„ Refunds ...	„	17,487=14·9 per cent.
„ Nett Revenue.	Rs.	1,03,138
Less—Cost of Collection	„	3,941
Nett Realization ...	Rs.	99,197

Equal to Rs. 1-2-1·26 per ton or 2·05 per cent. of value.

Average rate of duty charged, Re. 1-6-0·19 per ton or 2·5 per cent. of value.

1901-02.

Average Import Price (deduced from C. H. figures) per ton	Rs.	64-1-9·24
Total Arrivals (Municipal figures) value	„	49,94,380
Quantity represented by this value at the above price	Tons	77,842
Gross Revenue... ...	Rs.	1,24,659
Refunds...	„	21,063 = 17 per cent.
Nett Revenue	Rs.	1,03,796
Less—Cost of Collection	„	5,100
Nett Realization ...	Rs.	98,696

Equal to Re. 1-4-3·43 per ton or 1·97 per cent. of value.

Rate of duty charged Re. 1-9-7·97 per ton or 2·5 per cent. of value.

Note.—As has been stated in the Introduction, the Municipal figures for timber (the only article on which town duty is charged *ad valorem*) take no cognizance of quantities. On the other hand, the Custom House figures give arrivals of timber by sea in measurement tons of 50 cubic feet and rail arrivals in tons of 20 cwts. In the year 1901-02 the average value per ton of sea arrivals was Rs. 64-1·9 against Rs. 74-13-7 per ton of arrivals by rail. If it could be assumed (which it cannot) that the qualities of timber received by sea and by rail respectively were the same, this difference of value would indicate that some 58·3 cubic feet went to the 20 cwts.; but I am told on good authority that 40 to 45 cubic feet may be taken as fairly accurate. Since, however, it is impossible to say that the timber arriving by sea and by rail is of equal quality and value, I have thought it better to deal in my calculations with measurement tons alone and to treat the Municipal returns of arrivals as if they related to such tons. It must, however, be borne in mind that there is an element of possible error in this procedure.

APPENDIX F.

SPIRITS AND WINES.

1892-3 to 1901-2.

Average Import Price (deduced from C. H. figures) per gallon	Rs.	5-3-11·16	
Average Annual Arrivals (Municipal figures) ...	Gals.	913,278	
Value of this quantity at the above price	Rs.	47,90,713	
Average Gross Revenue	Rs.	2,28,317	
„ Refunds ... „	16,754=7·3 per cent.		
„ Nett Revenue.	Rs.	2,11,563	
Less—Cost of Collection	„	7,286	
Nett Realization ...	Rs.	2,04,277	

Equal to Re. 0-3-6·94 per gallon or 4·26 per cent. of value.

Average rate of duty charged, Re. 0-4-0 per gallon or 4·761 per cent. of value.

1901-2.

Average Import Price (deducted from C. H. figures) per gallon	Rs.	5-4-3·57
Total Arrivals (Municipal figures)	Gals.	972,660
Value of this quantity at the above price	Rs.	51,24,550
Gross Revenue ... Rs. 2,43,165		
Refunds... ... ... „ 15,254=6·2 per cent.		
Net Revenue ... ... Rs. 2,27,911		
Less—Cost of Collection „ 9,597		
Net Realization... ... Rs. 2,18,314		

Equal to Re. 0-3-6·89 per gallon or 4·24 per cent. of value.

Rate of duty charged, Re. 0-4-0 per gallon or 4·745 per cent. of value.

APPENDIX G.

FIREWOOD.

Seven Years.

(Ten years' figures not available.)

Average Price (deduced from C. H. figures) per candy	Rs.	2-2-9·34
Average Annual Arrivals (Municipal figures) ...	Cans.	5,80,838
Value Candies 580,838 at Rs. 2·17367	Rs.	12,62,550
Average Gross Revenue. Rs. 51,984		
„ Refunds		
„ Net Revenue... Rs. 51,984		
Less—Cost of Collection „ 1,624		
Nett Realization ... Rs. 50,360		

Equal to Re. 0-1-4·64 per candy or 3·98 per cent. of value.

Average rate of duty, A. 1-5·13 per candy or 4·12 per cent. of value.

Average Price (deduced from C. H. figures) per candy	Rs.	2-2-1·44
Total Arrivals (Municipal figures)..	Cans.	674,552
Value Candies 674,552 at Rs. 2-2-1·44	Rs.	14,38,482
Gross Revenue ... ... Rs. 42,159		
Refunds		
Nett Revenue ... ... Rs. 42,159		
Less—Cost of Collection „ 1,628		
Nett Realization ... ... Rs. 40,531		

Equal to pies 11·53 per candy or 2·8 per cent. of value.

Rate of duty A. 1 per candy or 2·9 per cent. of value.

The returns regarding firewood go back for seven years only. What was the object of the Municipal Commissioner in reducing the duty on this article from 2 annas to 1 anna, it is difficult to see, for the article is one of the few means of making the common people contribute. It should be borne in mind, too, that the very poor rely chiefly on cowdung and do not use firewood to any extent.

APPENDIX H¹.

HAY AND STRAW.

These articles are not at present subject to town duty; but in this scheme they are used to recoup concessions made in respect of those articles in which the major part of the imports are re-exported.

There is some difficulty in constituting the desired figures about them, for the following reasons:—

Sea arrivals are shown by the Custom House under "Fodder, Bran and Cattle-food, including Hay and Straw." This is all hay and straw except a small quantity of rice bran, which, I am told, will be more than amply allowed for by a 10 per cent. deduction. This deduction has been made.

Rail arrivals are of hay, straw and grass, including green grass but there seems no reason why the latter should be excluded.

Almost every commodity in Bombay uses cartage, and a duty on Fodder would be an ideal means of making sundry commodities contribute.

Grass is an article so intimately associated with cattle and the wheel traffic that it may well contribute directly to the Municipal revenue and the upkeep of roads. The cartage of the article itself is responsible for considerable wear and tear of the roads; and the periodical fires among the stacks engage a great part of the Fire Brigade, sometimes for days together, and consume much water. A duty of As. 4 per ton is about 1¼ per cent. of value. It will be seen from Appendices J, K, L and M, that the yield of such a tax would not very greatly exceed the present revenue from beer, which it is proposed to forego on the ground of its inadequacy to the inconvenience entailed. But an article of which the major portion is re-exported, is not on all fours with one of which none is exported

The following are the arrivals, by sea and rail, of hay, straw and grass as above defined :—

	1900-01.	1901-02.	Average.
Tons	88,135	82,075	85,000
Average Price	Rs. 22-13-4	Rs. 16-11-10	Rs. 19-21-7

Tax @ 2 as.=0·632% Tax @ 3 as. =0·948% Tax @ 4 as. =1·26%

APPENDIX H².

TOWN DUTIES,
December 1902.

SPICES.

FIVE YEARS—1897-8 TO 1901-2.

Average *Import* Price ... ... per cwt.	Rs. 20-10-4·93
Average Annual Arrivals (C. H. figures)	Cwts. 567,706
Value of this quantity at above price ...	Rs. 1,17,23,535
Average *Export* Price ... ... per cwt	Rs. 22-2-11·66
Average Annual Exports (C. H. figures)	Cwts. 395,890
Value of this quantity at said price ...	Rs. 87,83,111
which sum equals 74·9 per cent. of value arrivals.	
Average Balance retained in Bombay value	Rs. 29,40,424
Duty 2½ per cent. on Rs. 29,40,424 would yield	,, 73,510

equal to 0·62 per cent. on value of total arrivals, or
As. 2-0·58 per cwt.

SINGLE YEAR.

Average *Import* Price ... ...per cwt.	Rs. 21-15-1·6
Total Arrivals (C. H. figures)	Cwts. 607,495
Value of this quantity at above price ...	Rs. 1,33,32,003
Average *Export* Price ... ... per cwt.	Rs. 22-5-0·93
Total Exports (C. H. figures)	Cwts. 452,693
Value	Rs. 1,01,02,924
which sum equals 75·7 per cent. of value arrivals.	
Balance retained in Bombay value ...	Rs. 32,29,079
Duty 2½ per cent. on Rs. 32,29,079 would yield	,, 80,727

equal to 0·606 per cent. on value of total arrivals or
As. 2-1·53 per cwt.

Descriptions of Spices

Betelnuts	Cinnamon	Nutmegs
Cardamoms	Cloves	Pepper
Chillies	Ginger	Other Sorts.

APPENDIX T.

TABLE showing for the years 1892-93 to 1901-02, and for the single year 1901-02 the rates of duties per unit of each commodity and their respective percentage ratios to value, as also under Rate of Profit the amount of nett duty that would have to be derived from each of the specified commodities, and without refunds on exportation, to yield the same revenue as at present.

	AVERAGE ON 10 YEARS 1892-93 TO 1901-02.				SINGLE YEAR 1901-02.							
	RATE OF DUTY.		RATE OF PROFIT.		RATE OF DUTY.		RATE OF PROFIT.					
	Rate per Unit.	Per cent. of Value.	Rate per Unit.	Per cent. of Value.	Rate per Unit.	Per cent. of Value.	Rate per Unit.	Per cent. of Value.				
	Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.					
Sugar, per Cwt.	0 8 0	4·417	0 1 9·72	0·99	0 8 0	4·738	0 1 8·23	0·99				
Beer, etc., per Gal. ..	0 0 6	·84	0 0 2·01	0·86	0 0 6	2·892	0 0 1·99	0·95				
Grain, per Candy	0 3 11·36	0·813	0 1 5·24	0·29	0 4 0	0·813	0 1 7·23	0·32				
Ghee, per Bo. Md.	0 8 9·97	5·102	0 7 1·24	4·10	0 10 0	5·246	0 8 2·10	4·28				
Timber { *ad valorem* / *per Ton* } ..	1 6 0·19	2·6	1 2 1·26	2·05	1 0 7·97	2·5	1 4 3·43	1·97				
Spirits, etc., per Gal. ..	0 4 0	4·761	0 3 6·94	4·26	0 4 0	4·745	0 3 6·69	4·24				
Firewood (per Cy. 15 Cwts.) .	0 1 5·18	4·12	0 1 4·61	3·98	0 1 0	2·9	0 0 11·63	2·8				

This table is in two groups of columns relating repectively to the ten years' period and to the single year 1901-02. In each group the following order is observed :—The first pair of columns shows the rates of duty actually charged in the period dealt with and their percentage ratios to value. These are obtained by dividing the total quantity of each commodity into the gross revenue derived from that commodity, and by taking the percentage borne by the latter to the value of the said total quantity. The second pair of columns in each group shows the rate of nett duty, without provision for cost of collection, which it would be necessary to collect on all imports of such commodities to yield the same revenue as in the period treated of. These are obtained by dividing the total quantities into the present nett revenue less cost of collection, and by striking the ratio of the latter to the value of the said total quantity.

NOTES ON APPENDICES J. AND K.

SHOWING WHAT WOULD BE THE PROBABLE LEVEL OF NON-REFUNDABLE TOWN DUTIES DESIGNED TO YIELD THE SAME NETT REALIZATION AS AT PRESENT, PLUS THREE AND-A-HALF PER CENT. AS PROVISION FOR COST OF COLLECTION.

In both these tables the various commodities are ordered in accordance with the extent to which they are re-exported.

The various rates of duty have been so fixed that each trade should pay on all imports a non-refundable duty yielding approximately the same sum as such trade at present contributes to the nett revenue.

To minimise the injustice of retaining duty on goods largely exported and to conciliate persons dealing in such goods, some concession is made on each of the commodities sugar, beer and grain. The differences in *minus* on timber and spirits are unintentional and result from eliminating inconvenient fractions occurring in the present rates of nett realization. That on timber is insignificant; but it is a question whether in view of the increasing habit of spirit-drinking among the people, a slight enhancement in the duty on spirit might not be expedient. It should, however, be borne in mind that spirits and wines make one of the classes of goods in which the five-rupee minimum for refund probably acts most prejudicially, seeing that such goods are in all likelihood despatched to a considerable extent in quantities less than twenty gallons.

To recoup the concessions mentioned in the opening sentence of the foregoing paragraph, recourse is had to a town duty on Hay and Grass, a town duty on Spices, and to a license on the local manufacture of Ghee. At present the Municipal Commissioner has no power

to require ghee-makers to take out a license, but this might be considered at the proposed revision of the Municipal Act (Read City of Bombay Municipal Act, Section 394, Sub-section 1, and Schedule M.).

MAXIMA RATES.

NOTES ON APPENDICES L AND M.

These are designed to show the maximum rate of non-refundable town duty which the Municipality would under the proposed system be empowered to impose on each commodity, in order to yield revenue not less than would be obtained under the present Schedule H if all duties were at their respective maxima.

Each table is in four sections.

The first section shows the annual imports of each commodity and the percentage of each that is re-exported.

The second section gives the following :—(*a*) Maximum Rate of Duty for each commodity under the existing Schedule H ; (*b*) the Nett Realization derivable from each commodity at such maximum after deduction of *pro-rata* refunds and cost of collection accurately charged to each on the system described in para. 12 of the Introduction ; (*c*) the sum per unit of total imports represented by this nett realization ; (*d*) the ratio of such nett realization to the estimated value of the specified commodity.

The third section gives the tentative calculation of the non-refundable duty to be charged on all imports of each commodity to yield revenue as stated.

Any proposal to subject a commodity largely re-exported to a non-refundable duty would evoke opposition on the part of persons interested only in the export trade. It is both reasonable and politic to conciliate those persons by making concession in the rates to be charged. Having this in view I have arranged the commodities according to the ratios of their respective re-exports to imports. Such ratios are based not upon Government returns but upon the amount of refunds made in the past in respect of each commodity. (See para. 4 of Introduction).

Sugar is the article of which the largest proportion is re-exported. Theoretically, therefore, it has on this ground the prime claim to concession. But the suitability of sugar for the preparation of alcohol probably renders it inexpedient to reduce the duty very

N.B.—The comparative inaccuracy of the valuations, referred to in para. 3 of the Introduction, should be borne in mind.

greatly. It is understood that in this trade the inconveniences of the present system are felt with especial force, and that the persons engaged in it, since they sell both for export and in the local market, would gladly consent, in consideration of relief from those inconveniences, to a charge upon their whole trade equal to that at present derived by the Corporation from the sugar not exported.

Beer, it will be seen, is a commodity largely re-exported, and the refund system entails on the trade and on the Corporation a proportionate amount of inconvenience and cost. As a matter of fact, these inconveniences in many cases deter exporters from any attempt to recover refunds, the game not being worth the candle. Some part of the sum netted by the Municipality on this account, therefore, represents refunds voluntarily foregone; and yet when a total trade representing from 11 to 14 lakhs per annum has been subjected to these annoyances and charges, the Corporation netts only some Rs. 9,000 to Rs. 13,000. It seems very doubtful whether this yield is adequate to the trouble it entails, and whether beer had not better be exempted. Such exemption has been assumed in the estimates contained in the third and fourth sections of the tables.

Grain is *par excellence* the commodity on which a concession should probably be made. Such concession might be justified not only on the grounds already stated, but on account of the necessity of the article as a food-stuff.

But the abolition of duty on beer and the concession on grain demand either a large enhancement of duty on some other commodities of less quantity, or the discovery of new sources of revenue. Such sources are believed to have been found in Hay and Straw and in Spices, each of which is separately dealt with below.

Ghee.—Notes on this article are attached to Appendix **D**. It is proposed that the charge on Bombay-made ghee should be derived from an excise duty or a license on its manufacture. In the third Section (Tentative Proposals) of Appendix **M**, which happened to be worked out before **L**, a difference of As. 2 per maund was allowed between the charges on imported and on local ghee. This was due to the fear that the license, if it were resorted to, might otherwise press too heavily on small local manufacturers. But the special liability of ghee to adulteration and the desirability that the processes should be subject to proper supervision, make it preferable that the industry should be in as few hands as possible. For this reason in the fourth section of each of the tables the rate per maund of local ghee is approximated more closely to that on imported ghee.

Timber.—It will be borne in mind that the duty on timber is 2½ per cent. *ad valorem*. The nett realization works out about 2 per cent. of the value, and this rate is accepted as that for a non-refundable duty.

Spirits.—The increasing habit of spirit-drinking among the people would probably justify a higher rate of duty than is proposed in either of the tables; and the fact that no quantity less than 20 gallons is at present entitled to refund on exportation, creates a probability that even those traders engaged in the export trade would accept a fairly high rate of duty free from the refund system.

Firewood is an article on which the town duty has recently been reduced. The reduction is understood to have been made in the interest of the common people. But the common people at present contribute scarcely anything to the Municipal revenue, and as a matter of fact the poorest classes do not rely on firewood but on cowdung which they themselves gather.

Hay and Straw.—See note to Appendix **H**. A town duty on grass will probably lead to a small increase in the revenue from sale of rights to cut grass on Municipal lands. A duty of As. 5-6 per ton, equal to 2 per cent. of the estimated value, is proposed.

Spices.—Of these some 75 per cent. are re-exported. It is, therefore, not thought expedient to propose a duty of more than about ½ per cent. of the estimated value. Spices form a class of goods of relatively high specific value, so that a heavy duty might induce smuggling.

It will be seen that in the third section of each table the scale of duties approximating to the rates of maximum nett realization under the present system yield a large surplus when supplemented by the proposed duties on hay and spices.

In the fourth section this surplus is applied to further concession to those commodities in respect of which opposition to the new scheme is to be looked for.

The fourth and fifth columns in each of these sections give the difference in *plus* or in *minus* (*a*) upon the single commodity, (*b*) upon the aggregate. In each case the last difference is in *plus*, and covers a provision of 3½ per cent. upon the total gross revenue.

FREDERICK NOEL-PATON, Secretary.

BOMBAY, 18th February 1903.

APPEN

PROJECT.—Scale of Non-Refundable Town Duties designed to
calculations are based on the average

Commodities.	Proportion Re-exported.	Imports.		Actual — Absolute Rate.
		Quantities.	Values.	
	Per cent.		Rs.	A. p.
Sugar ... ... Cwt.	73·5	1,715,856	1,04,24,294	8 0
Beer ... ... Gals.	62·7	918,615	11,14,969	0 6
Grain ... ...Cands.	59·9	2,238,497	6,78,94,197	3 11
Ghee, Imp- ... B. mds.	16·2	383,512	41,48,537	8 10
„ Local ... ... „	.....	50,000	5,40,861	.....
Timber ... ...Tons.	14·9	87,664	48,25,043	2½ p. c.
Spirits ... ... Gals.	7·3	913,278	47,90,713	4 0
Firewood ... ...Cands.	.....	580,838	12,62,550	1 5
Hay and Straw ... Tons.	.....	85,000	14,84,231	.....
Spices ... ...Cwts.	74·9	567,706	1,17,23,535	.....

DIX J.

yield approximately the same Nett Realization as at present. The actuals for the ten years 1892-93 to 1901-02.

Duty and Yield.			Proposed Non-Refundable Duty.				
Rate of Nett Realization.		Amount of Nett Realization.	Rate.		Estimated Yield (Gross)	Difference + or −	
Per unit.	*Ad valorem*		Per unit.	*Ad valorem*		On Single Commodity.	Nett.
Rs. a. p.	p. c.	Rs.	Rs. a. p.	p. c.	Rs.	Rs.	Rs.
0 1 9·72	0·99	1,94,177	0 1 6	0·82	1,60,862	— 33,315	— 33,315
0 0 2·01	0·86	9,610	.....	...	.....	— 9,610	— 42,925
0 1 5·24	0·29	2,01,087	0 1 3	0·26	1,74,883	— 26,204	— 69,129
0 7 1·34	4·1	1,70,274	0 7 0	4·04	1,67,786	— 2,488	— 71,617
.....	...	.....	0 7 0	4·04	21,875	+ 21,875	— 48,742
1 2 1·26	2·05	99,197	1 1 7 3	2	96,501	— 2,696	— 51,438
0 3 6·94	4·26	2,04,277	0 3 9	4·46	2,14,050	+ 9,773	— 41,665
0 1 4·61	3·98	50,360	0 1 6	4·31	54,454	+ 4,094	— 37,571
.....	...	.....	0 3 0	1·07	15,938	+ 15,938	— 21,633
.....	...	.....	0 1 9	0·53	62,093	+ 62,093	+ 40,460
		9,28,982			9,68,442		
			Deduct—Cost of collection 3½ per cent. of gross.				33,895
					Nett Balance ...		+ 6,565

APPEN

PROJECT.—Scale of Non-Refundable Town Duties designed to
The calculation are based on the

Commodities.	Proportion Re-exported.	IMPORTS.		ACTUAL
		Quantities.	Values.	Absolute Rate.
	Per cent.		Rs.	As. p
Sugar ... ... Cwts.	74·1	1,918,738	2,02,48,082	8 0
Beer ... ... Gals.	62·0	1,309,488	14,14,997	0 6
Grain ... ...Cands.	55·3	2,170,809	6,67,50,454	4 6
Ghee, Imp. ... B. mds.	16·27	Imp377,891	45,02,021	10 0
„ Local ... ... „	.....	Local 50,109	5,95,677	...
Timber ... ... Tons	14·9	77,842	49,94,380	24 per cent.
Spirits, etc. ... ... Gals	7·3	972,660	51,24,550	4 0
Firewood ... ...Cands	.....	1,674,552	14,34,684	1 0
Hay and Straw... ... Tons	.....	85,000	14,84,231	.....
Spices ... ... Cwts.	75·7	697,495	1,33,32,003	.....

DIX K.

yield approximately the same Nett Realization as at present. actuals for the single year 1901-1902.

DUTY AND YIELD.			PROPOSED NON-REFUNDABLE DUTY.				
Rate of Nett Realization.		Amount of Nett Realization.	Rate.		Estimated Yield. (Gross).	Difference + or —	
Per unit.	*Ad valorem.*		Per unit	*Ad valorem.*		On Single Commodity.	Nett.
Rs. a. p.	Per cent	Rs.	Rs. a. p.	Per cent.	Rs.	Rs.	Rs.
0 1 8 23	0·99	3,02,195	0 1 6	0·88	1,79,882	— 22,313	— 22,313
0 0 1·99	0·95	13,579	...	...	...	— 13,579	— 35,892
0 1 7·23	0·32	2,17,481	0 1 3	0·31	1,69,594	— 47,887	— 83,779
0 8 2·10	4·28	1,93,096	0 8 3	4·3	1,94,850	+ 1,754	— 82,025
.....	...	.....	0 7 0	3·68	21,923	+ 21,923	— 60,102
1 4 3·43	1·97	98,696	1 4 0	2·0	99,887	+ 1,191	— 58,911
0 3 6 89	4·24	2,18,311	0 3 9	4·44	2,37,968	+ 9,654	— 49,257
0 0 11·53	2·73	40,531	0 1 0	2·9	42,160	+ 1,629	— 47,628
.....	...	.....	0 4 0	1·43	21,250	+ 21,250	— 26,378
.....	...	.....	0 1 9	0 5	66,445	+ 66,445	+ 40,067
		9,83,892			10,23,959		
			Deduct—Cost of collection 3½ per cent. on gross.				35,838
					Nett Balance ..		+ 4,229

APPEN

PROJECT.—Scale of Non-Refundable Town Duties designed to yield Town Duties at the maxima permitted under Schedule H.

Commodities.	Proportion Re-exported.	Average Imports.		Schedule Maximum Duty.			Estimated Yield Nett Realization.
		Quantities.	Values.	Absolute Rate.	Rate of Nett Realization. Per unit.	Rate of Nett Realization. Ad valorem.	
	Per cent.		Rs.		R. a. p.	Per cent.	Rs.
Sugar	73·5	1,715,856	1,94,24,794	8 as.	0 1 9·8	1·004	1,95,103
Beer	62·7	918,615	11,11,969	6 p.	0 0 2·01	1·05	9,646
Grain	59·9	2,238,497	6,78,94,197	6 as.	0 2 2·29	1·37	3,06,541
Ghee	16·2	Imp. 383,500	41,48,537	10 as	0 8 0·56	4·6	1,92,876
		Local 49,500	5,40,861	..	....	..	....
Timber	14·9	87,664	48,25,043	2½ per cent.	1 2 1·32	2·06	99,326
Spirits	7·3	912,378	47,90,718	4 as.	0 3 6·9	4·26	2,04,300
Firewood	..	580,838	12,62,550	2 as.	0 1 11·25	5 57	70,342
Hay and Straw	..	85,000	14,84,231	..	....	..	....
Spices	74·9	567,736	1,17,23,525	..	....	..	....
							10,78,033

DIX L.

not less than the Revenue that would be obtained with all the present
The data are on the basis of the ten years 1892-1893 to 1901-1902.

PROPOSED DUTY—TENTATIVE.					PROPOSED DUTY—DEFINITIVE.				
Rate.		Estimated Yield (Gross).	Difference + or—		Rate.		Estimated Yield (Gross).	Difference + or—	
Per unit.	*Ad valorem.*		On Single Commodity.	Nett.	Per unit.	*Ad valorem.*		On Single Commodity.	Nett.
Rs.	Per cent.	Rs.	Rs.	Rs.	Rs. a. p.	Per cent.	Rs.	Rs.	Rs.
0 1 9	0·966	1,87,672	— 7,430	— 7,430	0 1 9	0·966	1,87,672	— 7,430	— 7,430
0 0 2	0·85	2,569	— 77	— 7,507	....	..	....	— 9,646	— 17,076
0 2 0	0·41	2,79,812	— 26,729	— 34,236	0 1 9	0·36	2,44,835	— 61,706	— 78,782
0 8 0	4·6	1,91,750	— 1,126	— 35,362	0 8 0	4·6	1,91,750	— 1,126	— 79,908
0 7 0	4·0	21,657	+ 21,657	— 13,705	0 7 0	4·0	21,657	+ 21,657	— 58,251
1 1 8	2·	96,501	— 2,725	— 16,430	1 1 8	2·0	96,501	— 2,725	— 60,976
0 3 9	4·47	2,14,050	+ 9,750	— 6,680	0 3 9	4·47	2,14,050	+ 9,750	— 51,226
0 2 0	5·75	72,605	+ 2,263	— 4,417	0 2 0	5·75	72,605	+ 2,263	— 48,963
		10,73,516					10,29,070		
0 5 6	2·0	29,219	+ 29,219	+ 24,802	0 5 6	2·0	29,219	+ 29,219	— 19,744
0 1 9	0·5	62,093	+ 62,093	+ 86,895	0 1 9	0·5	62,093	+ 62,093	+ 42,349
		11,64,898					11,20,382	*Deduct* Cost of collection 3½ per cent. on Rs. 11,20,382	39,223
								Nett Balance ..	+ 3,126

APPEN

PROJECT.—Scale of Non-Refundable Town Duties designed to present Town Duties at the maxima permitted

Commodities.	Proportion Re-exported.	PRESENT IMPORTS.		SCHEDULED MAXIMUM DUTY.			
				Absolute Rate.	Rate of Nett Realization.		Estimated Yield Nett (Realization).
		Quantities.	Values.		Per unit.	*Ad valorem*	
	Per cent.		Rs.		Rs. a. p.	Per cent.	Rs.
Sugar	7·1	1,918,738	2,02,48,082	8 as.	0 1 8	0·9	2,02,185
Beer	62·0	1,309,488	14,14,997	6 p.	0 0 2	0·9	13,579
Grain...	55·3	2,170,809	6,67,59,454	6 as.	0 2 5	0·42	3,28,142
Ghee	16·2	Imp. 377,891	45,02,021	10 as.	0 8 3	4·06	1,93,096
		Local 50,109	5,95,677	..	.....	..	....
Timber	14·9	77,842	49,94,380	2½ per cent.	1 4 3	1·9	98,696
Spirits	7·3	972,660	51,24,550	4 as.	0 3 7	4·26	2,18,314
Firewood	..	674,552	14,34,684	2 as.	0 1 11	5·7	82,690
Hay and Straw	..	85,000	14,84,231	..	....	...	....
Spices...	75·7	607,495	1,33,32,003	..	....	...	....
							11,26,712

'DIX **M.**

yield not less than the Revenue that would be obtained with all the under Schedule **H.** Data on basis of *single year 1901-02.*

PROPOSED DUTY—TENTATIVE.						PROPOSED DUTY—DEFINITIVE.				
Rate.		Estimated Yield (Gross).	Difference + or —		Rate.		Estimated Yield (Gross).	Difference + or —	
Per unit.	*Ad valorem.*		On Single Commodity.	Nett.	Per unit.	*Ad valorem.*		On Single Commodity.	Nett.
Rs. a. p.	Per cent.	Rs.	Rs.	Rs.	Rs. a. p.	Per cent.	Rs.	Rs.	Rs.
0 1 8	0·9	1,99,868	— 2,327	— 2,327	0 1 8	0·9	1,99,868	— 2,327	— 2,327
0 0 2	0·85	13,630	+ 51	— 2,276	....	..	....	— 13,579	—15,906
0 2 3	0·3	3,05,270	— 22,872	— 25,148	0 2 0	0·4	2,71,351	— 56,791	—72,697
0 9 0	..	2,12,564	....	.....	0 8 6	..	2,00,744	....	....
0 7 0	..	21,923	....	....	0 7 6	..	23,489	....	.....
			+ 41,391	+ 16,243				+ 31,137	—41,560
1 4 0	2·0	97,302	— 1,394	+ 14,849	1 4 0	2·0	97,302	— 1,394	—42,954
0 3 6	4·15	2,12,570	— 5,594	+ 9,255	0 3 6	4·15	2,12,770	— 5,594	—48,548
0 2 0	6·8	84,319	+ 1,629	+ 10,884	0 2 0	6·8	84,319	+ 1,629	—46,919
		11,47,646					10,89,843		
0 5 6	2·0	29,219	+ 29,219	+ 40,103	0 5 6	2·0	29,219	+ 29,219	—17,700
0 1 9	0·5	66,445	+1,32,837	+1,72,940	0 1 9	0·5	66,445	+ 66,445	+48,745
		12,43,310					11,85,507	*Deduct*—Cost of collection 3½ per cent. on gross Rs. 11,85,500	41,493
								Nett Balance	+ 7,252

No. 12778 OF 1903-04.

From

W. L. HARVEY, ESQ., C.I.E., I.C.S., MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

To

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 6th August 1903.

SIR,—With reference to your letter of the 28th February 1903, I have the honour to inform you that I have gone carefully through the note which accompanies it and sub-join my views on the points raised.

2. For the reasons stated below the figures adopted in the note cannot be looked on as accurate: this no doubt was in the circumstances unavoidable. In para. 3 of the Introduction of the note it is stated that the prices have been derived by dividing the total import values by the total import quantities, both these being taken from the Custom House returns, and from the foot-note to Appendix **E** at page 9, I find that these returns include arrivals by sea as well as by rail. But as was made clear in previous correspondence, and discussion not only the rail values, but the other factors such as the rail quantities as also the quantities and values of sea arrivals as derived from these returns are for purposes for consideration of Town Duty questions very unreliable. It has therefore not been possible to check that portion of the figures which relate to the values or prices. Such as the figures in the tables therefore as have been based upon these inaccurate quantities and values have been marked "not checked" in the amended statements which I have had prepared, and which are sent herewith.

3. Again in para. 4 of the introduction it is stated that Municipal figures have been accepted for purposes of computing the total quantity of each commodity from which revenue will be derivable. To assume the quantities of articles on which the Municipality levies duty as the total imports is however not quite correct. Large quantities of some at least of the articles imported are exported directly after importation, and under Rule 4 of the Town Duty Rules they neither pay duty on import nor obtain refund on export. The Municipal figures therefore do not represent the total imports, and any calculations based only upon so much of the imports as at present pay Town Duties require revision.

4. Some of the other figures also require alteration for the reasons given below :—

(i) In the note in Appendix **C**, grain and flour are treated together as one commodity. This is correct since the imports of

flour are very small and the large exports only represent flour prepared from imported grain, so that the net revenue can only be correctly obtained by taking the two articles together. But in doing so the imports of flour have been excluded as "negligible" for which no apparent reason exists. On the side of gross revenue, the revenue from grain alone is taken into consideration, and on the side of refunds, the refunds on both grain and flour are added and the amount of duty levied on flour is deducted from the total, the amount of duty levied on flour being thus excluded from both sides. This is not right nor does it seem in any way necessary. The effect is to render incorrect the calculations of cost of collection and of refund establishment as charged to each one of the several articles.

(ii) In Appendix **G** seven years' figures for fire-wood are taken, while in the case of the other articles ten years are taken. Municipal figures for ten years are available for fire-wood as well, whereas although Custom's returns are available for seven years, rail statistics for fire-wood, timber and flour for all years previous to 1900-01, are not available. By adopting one set of years for one article and another set for all the rest, incorrect results must ensue not for that article alone, but also for all in respect of the calculations of the cost of collection and of refund establishment.

(iii) The method of arriving at the estimated nett realization at scheduled maximum duties in Appendices **L** and **M**, is not quite clear. It will be observed, that instead of calculating the gross revenue and the refunds at the maximum rates from the *quantities* respectively, imported and exported, and then ascertaining the difference as the nett revenue, the present net revenue and the actual rate per unit of imports deduced therefrom are taken and the revenue raised in the ratio borne by such actual rate to the maximum rate. This is bound to cause error, since it implies the assumption that gross revenue and refunds in any given year, follow the same rate per unit which is not so. The revenue is derived at the rate fixed for the year, but the refunds are allowed partly at that rate and partly, *i.e.*, in respect of exports from the previous years arrivals at the rate in force in that year. Therefore it is necessary to base the calculations upon *quantities*.

(iv) The calculation for grain and flour seem to have been made at the same rate for both instead of at the different rates prescribed by the Act.

(v) It appears that the cost not only of collection, but also of the refund establishment has been raised in the same ratio as the duty. This is not proper for while the cost of collection is a percentage on

the gross collections and therefore varies with them, the cost of the refund establishment is a fixed charge and does not vary with the amount of refunds.

5. The Appendices to the note have therefore been rectified on the lines indicated above. Appendices **A** to **G** are replaced by the single Statement No. 1, and Appendices **J** to **M** by Statements Nos. 2 to 5. But even as thus amended they do not lead to a satisfactory solution of the question for the whole object of the calculations in the note is to find out how much actual nett yield has hitherto been realized from every unit of the *total* arrivals of such commodity, so as to approximate the proposed non-refundable duty as far as possible to the rate per unit so obtained. For this purpose it is necessary to have the total import quantities, not as shown by the Municipal figures which as stated above do not represent the total arrivals, but the actual quantities, which arrived both by sea and rail. Since the non-refundable duty must, from its nature, fall upon the entire arrivals it is obvious that the rates per unit, both of the proposed and of the present nett yield as worked out in Appendices **J** to **M**, together with some of the other results, require alteration. These are indicated by a special note in the amended statements.

6. With regard to Hay and Straw it is stated, that sea arrivals which are shown under "Fodder, Bran and Cattle-food, including Hay and Straw," are all Hay and Straw except a small quantity of rice bran, for which it is considered a 10 per cent. allowance quite ample. But fodder includes a large quantity of wheat bran, and as this is not accounted for elsewhere in the Custom's return it must be included in the above heading. Again the fact that rail arrivals also include bran under the head of "Hay, Straw and Grass," has not been taken into account. If all this bran and whatever other foreign articles may be included under these headings are eliminated the amount expected to be realized from this proposed duty, which is not large, would be considerably reduced. I am not in a position to check the calculations adopted in regard to this article, and I have taken them for granted in the Statements 2 to 5.

7. As regards spices it should be pointed out that unless the actual components of the statistical figures are definitely known, any calculations based upon them are apt to prove misleading.

Spices, sea-borne, are classified as follows :—

Betelnuts.	Cinnamon.	Nutmegs.
Cardamoms.	Cloves.	Pepper.
Chillies.	Ginger.	Other sorts.

Spices, rail-borne, are classified as under :—

Betelnuts.	Chillies.	Pepper.
Cardamoms.	Ginger.	Others.

It is in the "other sorts" and "others" that confusion often arises. It is not definitely known what are included in these and often what is included in the one finds no place in the other and *vice versa*. One instance will suffice. Cummin seed appears under "*spices* others" in the rail statistics, while the Customs statistics have it under "*seeds*, essential." What other differences there may be under this head of "spices" it is difficult to tell and it has not been possible to verify the figures for this article. They are taken for granted in the statements as in the case of Hay and Straw.

8. *Ghee.*—The figures of 62,410 maunds in the last line on page 8 should apparently be 61,547. This would leave the difference between the Government figure of exportation (not checked by this Office) and the Municipal figure at 48,886 maunds instead of 45,023 as stated in the note. Of this quantity it is assumed that 30,000 maunds are Bombay-made ghee. To these are added 20,000 maunds said to be sold locally and the local production is thus set down at 50,000 maunds, which it is proposed to bring under contribution by means, either of an excise duty or a license on manufacture. It has not been possible for this Office to verify this figure and the quantities seem doubtful. In Appendices **J** to **M** the quantity varies as shown below :—

J	Maunds	50,000.
K	„	50,109.
L	„	49,500.
M	„	50,109.

I have retained all these figures in the amended statements.

9. It will be observed from the amended statements, that Appendices **J** and **K**, as worked out on the lines indicated in the above paras., show a nett excess of Rs. 3,067 and Rs. 4,245 as against Rs. 6,555 and Rs. 4,229, and that Appendices **L** and **M** show a deficit of Rs. 30,126 and Rs. 46,183, as against excess of Rs. 3,126 and Rs. 7,252, respectively.

10. In conclusion, I have the honour to state, that I shall be glad to discuss the subject at any time with some of the members of the Committee of the Chamber as proposed. I have indicated in the previous paras. that it will be somewhat difficult to prepare from the data available a perfect scheme, but t is is a matter to which further experience would probably afford a satisfactory solution. The main question at issue is the principle involving the imposition of a transit duty, and while I am prepared to support any reasonable proposals that may be made in this direction, it must be remembered that the Government of India have declared themselves strongly averse for any impost of this class.—I have, &c.,

W. L. HARVEY, Municipal Commissioner for the City of Bombay.

STATEMENT No. 1.—Chamber of Commerce's

	Sugar 1892-3 to 1901-2.		Beer 1892-3 to 1901-2.	
Average Import Price (deduced from C. H. figures) per—		Not checked		Not checked.
Average Annual Arrivals (Municipal figures)	..	Cwts. 17,15,856	..	Imp. Gallons 9,18,615
Value of this quantity at the above price, or in the case of Timber.		Not checked.		Not checked
Quantity represented by this value at the above price ..				
Average Gross Revenue	..	Rs. 8,57,928	..	Rs. 28,706
Do. Refunds	..	6,30,569	..	18,008
Do. Nett Revenue	..	2,27,359	..	10,698
LESS—				
Cost of collection proper	Rs. 26,703	....	Rs. 894	....
Cost of Refund Establishment	6,445	....	184	....
Total cost of collection ..		33,148		1,078
Nett realization	..	Rs. 1,94,211	..	Rs. 9,620
Equal to how much per unit of above quantity	..	Rs. 0 1 9·73	..	Rs. 0 0 2·01
Or how much per cent. of value		Not checked		Not checked
Average rate of duty charged per unit of above quantity ..	..	Rs. 0 8 0	..	Rs. 0 0 6
Or per cent. of value		Not checked		Not checked

	Sugar 1901-2.		Beer 1901-2.	
Average Import Price (deduced from C. H. figures) per—		Not checked		Not checked
Total Arrivals (Municipal figures)	..	Cwts. 19,18,735	..	Imp. Gallons. 13,09,489
Value of this quantity at the above price, or in the case of Timber.		Not checked		Not checked
Quantity represented by this value at the above price ..				
Gross revenue	..	Rs. 9,59,368	..	Rs. 40,921
Refunds	..	7,11,446	..	25,453
Nett revenue	..	2,47,922	..	15,468
LESS—				
Cost of collection proper	Rs. 37,156	....	Rs 1,585	....
Cost of refund Establishment	8,711	....	312	....
Total cost of collection ..		45,867		1,897
Nett realization	..	Rs. 2,02,055	..	Rs. 13,571
Equal to how much per unit of above quantity	..	Rs. 0 1 8·21	..	Rs. 0 0 1·38
Or how much per cent. of value		Not checked		Not checked
Rate of duty charged per unit of above quantity ..	..	Rs. 0 8 0	..	Rs. 0 0 6
Or per cent. of value		Not checked		Not checked

Appendices A to G revised.

Grain and Flour 1892-3 to 1901-2.		Ghee 1892-3 to 1901-2.		Timber 1892-3 to 1901-2.		Spirits and Wines 1892-3 to 1901-2.		Firewood 1892-3 to 1901-2.	
	Not checked		Not checked		Not checked		Not checked		Not checked
	Candies.		B'bay. Mds.		Value Rs.		Imp.Gallons		Candies.
..	22,38,847	..	3,83,513	..	48,25,044	..	9,13,268	..	5,81,195
	Not checked		Not checked		Not checked		Not checked		Not checked
	Rs.		Rs.		Rs.		Rs.		Rs.
..	5,52,190	..	2,11,660	..	1,20,626	..	2,28,317	..	54,536
..	3,30.524	..	34,445	..	17,488	..	16,754	..	....
..	2,21,666	...	1,77,215	..	1,03,138	..	2,11,563	..	54,536
Rs. 17,187	....	Rs. 6,588	....	Rs 3,755	....	Rs 7,106	....	Rs. 1,697	....
3,379	....	351	....	179	.....	171	....	..	....
	20,566		6,940		3,934		7,277		1,697
..	Rs. 2,01,100	..	Rs. 1,70,275	..	Rs. 99,204	..	Rs. 2,04,286	..	Rs. 52,839
..	Rs. 0 1 5·24	..	Rs. 0 7 1·24	..	Not checked	...	Rs. 0 3 6·94	..	Rs. 0 1 5·45
	Not checked		Not checked		Rs. 2·05 p. c		Not checked		Not checked.
..	Rs. 0 3 11·85	..	Rs. 0 8 9·06	..	Not checked	..	Rs. 0 4 0	..	Re. 0 1 6·01
	Not checked		Not checked		Rs. 2½ p. c.		Not checked		Not checked.

Grain and Flour 1901-2.		Ghee 1901-2.		Timber 1901-2.		Spirits and Wines 1901-2.		Firewood 1901-2.	
	Not checked		Not checked		Not checked		Not checked		Not checked
	Candies.		B'bay Mds.		Value Rs.		Imp. Gallons		Candies.
..	21,71,053	..	3,77,891	..	49,94,380	..	9,72,660	..	6,74,552
	Not checked		Not checked		Not checked		Not checked		Not checked.
	Rs.		Rs.		Rs.		Rs.		Rs.
..	5,42,743	..	2,36,183	..	1,24,859	..	2,43,165	..	42,159
..	3,00,410	..	33,530	..	21,063	..	15,254	...	....
..	2,42.333	..	2,02,653	..	1,03.796	..	2,27,911	..	42,159
Rs. 21,021	....	Rs. 9,148	....	Rs. 4,836	....	Rs. 9,418	....	Rs. 1,633	....
3,678	....	410	....	258	....	187	....	..	....
	24,699		9,558		5,094		9,605		1,633
..	Rs. 2,17,639	..	Rs. 1,93,095	..	Rs. 98,702	...	Rs. 2,18,306	..	Rs. 40,526
...	Rs. 0 1 7·24	..	Rs. 0 8 2·10	..	Not checked	..	Rs. 0 3 7·09	..	Rs. 0 0 11·52
	Not checked		Not checked		Rs. 1·97 p. c.		Not checked		Not checked.
..	Rs. 0 3 11·99	..	Rs. 0 10 0	..	Not checked	..	Rs. 0 4 0	..	Rs. 0 3 0
	Not checked		Not checked		Rs. 2½ p. c.		Not checked		Not checked

S. B. MASTER,
Acting Revenue and Refund Audit Officer.

Statement No. 2.—Chamber of

Commodities.	Proportion of Refunds to Gross Revenue. (The original heading 'Proportion Re-exported' is incorrect.)	Imports (not total Imports but those on which Town Duties were recovered).		Actual Absolute Rate of Duty per unit of Imports as defined in cols. 3 & 4.
		Quantities.	Values.	
1	2	3	4	5
			Rs.	A. p.
Sugar ... ... Cwts. ...	73·49	17,15,856	Not checked.	8 0
Beer ... ... Imp. Gals.	62·73	9,18,615	Do. ...	0 6
Grain and Flour ... Candies ...	59·85	22,38,847	Do. ...	3 11·35
Ghee, Imported ... B'bay mds.	16·27	5,83,513	Do. ...	8 9·96
Do. Local ... Do. ...	...	(a) 50,000	Do. ...	...
Timber ... ... Tons ...	14·49	Not checked.	48,25,044	2½ per cent.
Spirits and Wines ...Imp. Gals.	7·33	9,13,268	Not checked.	4 0
Firewood ... ... Candies...	...	5,81,195	Do. ...	1 6·01
Hay and Straw ... Tons ...	...	(b) 85,000	Do. ...	...
Spices ... ... Cwts. ...	Not checked.	(c) 5,67,706	Do. ...	...

(a), (b) and (c) not checked. Adopted

Note.—It should be noted that cols. 5, 6, 7, 9, and 10 ought really to be based upon cause an appreciable difference in the rates in cols. 9 and 10 and also affect

Commerce's Appendix J, revised.

Duty and Yield.			Proposed Non-refundable Duty.				
Rate of Nett Realization.		Amount of Nett Realization.	Rate.		Estimated Yield (Gross).	Difference *plus* or *minus*.	
Per unit of Imports as defined in cols. 3 & 4.	*Ad-valorem.*		Per unit of Imports as defined in cols. 3 & 4.	*Ad-valorem.*		On single Commodity.	Nett.
6	7	8	9	10	11	12	13
Rs. a. p.	Per cent.	Rs.	Rs. a. p.	Per cent.	Rs.	Rs.	Rs.
0 1 9·73	Not checked.	1,94,211	0 1 6	Not checked.	1,60,862	— 33,349	— 33,349
0 0 2·01	Do.	9,620	...	...	...	— 9,620	— 42,969
0 1 5·24	Do.	2,01,100	0 1 3	Do.	1,74,910	— 26,190	— 69,159
0 7 1·24	Do.	1,70,275	0 7 0	Do.	1,67,787	— 2,488	— 71,647
...	...	...	0 7 0	Do.	21,875	+ 21,875	— 49,772
Not checked.	2·05	99,204	Not checked.	2	96,501	— 2,703	— 52,475
0 3 6·94	Not checked.	2,04,286	0 3 9	Not checked.	2,14,047	+ 9,761	— 42,714
0 1 5·45	Do.	52,839	0 1 6	Do.	54,487	+ 1,648	— 41,066
...	...	...	0 3 0	Do.	15,938	+ 15,938	— 25,128
...	...	...	0 1 9	Do.	62,093	+ 62,093	+ 36,965
		9,31,535			9,68,500		
			Deduct—Cost of collection, 3½ per cent. of Gross.				— 33,898
						Nett Balance...	+ 3,067

from the Chamber's Statement.

the *Total* Imports, which are not available (*vide* para. 5 of report). This would the results worked out in cols. 11, 12 and 13.

S. B. MASTER,
Acting Revenue and Refund Audit Officer.

Statement No. 3.—Chamber of

Commodities.	Proportion of Refunds to Gross Revenue. (The original heading 'Proportion Re-exported' is incorrect.)	Imports (not Total Imports but those on which Town Duties were recovered).		ACTUAL Absolute Rate of Duty per unit of Imports as defined in cols. 3 and 4.
		Quantities.	Values.	
1	2	3	4	5
			Rs.	a. p.
Sugar ... ...Cwts. ...	74·15	19,18,735	Not checked.	8 0
Beer... ... ...Imp. Gals.	62·20	13,09,489	Do. ...	0 6
Grain and Flour ...Candies ...	55·34	21,71,053	Do. ...	3 11·99
Ghee, Imported ...B'bay mds..	14·19	3,77,891	Do. ...	10 0
Do. Local ... Do. ...	...	(*a*) 50,109	Do. ...	...
Timber ... ...Tons. ...	16·86	Not checked.	49,94,380	2½ per cent.
Spirits and Wines...Imp. Gals.	6·27	9,72,660	Not checked.	4 0
Firewood ... ...Candies ...	...	6,74,552	Do. ...	1 0
Hay and Straw ...Tons ...	...	(*b*) 85,000	Do. ...	...
Spices ... ...Cwts. ...	Not checked.	(*c*) 6,07,495	Do. ...	...

(*a*), (*b*) and (*c*) not checked. Adopted

Note.—It should be noted that cols. 5, 6, 7, 9 and 10 ought really to be based upon cause an appreciable difference in the rates in cols. 9 and 10 and also

Commerce's Appendix K, revised.

Duty and Yield.			Proposed Non-Refundable Duty.				
Rate of Nett Realization.		Amount of Nett Realization.	Rate.		Estimated Yield (Gross).	Difference *plus* or *minus*.	
Per unit of Imports as defined in cols. 3 and 4.	*Ad-valorem.*		Per unit of Imports as defined in cols. 3 and 4	*Ad-valorem.*		On single Commodity.	Nett.
6	7	8	9	10	11	12	13
Rs. a. p.	Per cent.	Rs.	Rs. a. p.	Per cent.	Rs.	Rs.	Rs.
0 1 8·31	Not checked.	2,02,055	0 1 6	Not checked.	1,79,881	— 22,174	— 22,174
0 0 1·98	Do.	13,571	...	...	...	— 13,571	— 35,745
0 1 7·24	Do.	2,17,639	0 1 3	Do.	1,69,614	— 48,025	— 83,770
0 8 2·10	Do.	1,93,095	0 8 3	Do.	1,94,850	+ 1,755	— 82,015
...	...	...	0 7 0	Do.	21,923	+ 21,923	— 60,092
Not checked.	1·97	98,702	Not checked.	2·0	99,888	+ 1,186	— 58,906
0 3 7·09	Not checked.	2,18,306	0 3 9	Not checked.	2,27,967	+ 9,661	— 49,245
0 0 11·52	Do.	40,526	0 1 0	Do.	42,160	+ 1,634	— 47,611
...	...	...	0 4 0	Do.	21,250	+ 21,250	— 26,361
...	...	...	0 1 9	Do.	66,445	+ 66,445	+ 40,084
		9,83,894			10,23,978		
			Deduct—Cost of collection, 3½ per cent. on Gross.				— 55,839
						Nett Balance...	+ 4,245

from the Chamber's Statement.

the *Total* Imports, which are not available (*vide* para. 5 of report). This would affect the results worked out in cols. 11, 12 and 13.

S. B. MASTER,

Acting Revenue and Refund Audit Officer.

Statement No. 4.—Chamber of

Commodities.	Proportion of Refunds to Gross Revenue. (The original heading 'Proportion re exported' is incorrect.)	Average Imports (not average of Total Imports but of those on which Town Duties were recovered).		Scheduled Maximum Duty.			
		Quantities.	Values.	Absolute Rate of Duty per unit of Imports as defined in cols. 3 & 4.	Rate of Nett Realization. Per unit of Imports as defined in cols. 3 & 4.	Rate of Nett Realization. *Ad-valorem.*	Estimated Yield (Nett Realization).
1	2	3	4	5	6	7	8
			Rs.		Rs. a. p.	Per cent.	Rs.
Sugar .. .. Cwts.	73·49	17,15,856	Not checked.	8 as.	0 1 9·73	Not checked.	1,94,211
Beer ...Imp. Gallons	62·73	9,18,315	Do.	6 pies	0 0 2·01	Do.	9,620
Grain & Flour..Candies	55·95	22,38,847	Do.	6 as.	0 2 5·17	Do.	3,40,252
Ghee .. B'bay Mds.	16·04	Imp. 3,83,513	Do.	10 as.	0 8 0·83	Do.	1,93,416
Do. .. do.	....	Local (a) 49,500	Do.	....	....	....	....
Timber .. .. Tons	14·49	Not checked.	48,25,044	2½ per cent.	Not checked.	2·05	99,204
Spirits and Wines..Imp. Gallons	7·33	9,13,268	Not checked.	4 as.	0 3 6·94	Not checked.	2,04,286
Firewood ...Candies	....	5,81,195	Do.	2 as.	0 1 11·25	Do.	70,389
Hay and Straw. Tons	....	(b) 85,000	Do.	....	....	....	....
Spices .. .. Cwts.	Not checked.	(c) 5,67,706	Do.	....	....	....	....
							11,11,378

(a), (b) and (c) Not checked. Adopted

Note.—It should be noted that cols. 6, 7, 9, 10, 14 and 15 ought really to be based upon the difference in the rates in cols. 9, 10, 14 and 15 and also affect the results worked out in cols. 11,

Commerce's Appendix L, revised.

PROPOSED DUTY—TENTATIVE.					PROPOSED DUTY—DEFINITIVE.				
Rate.		Estimated Yield (Gross).	Difference + or —		Rate.		Estimated Yield (Gross).	Difference *plus* or *minus*.	
Per unit of Imports as defined in cols. 3 & 4.	*Ad-valorem.*		On single Commodity.	Nett.	Per unit of Imports as defined in cols. 3 & 4	*Ad-valorem.*		On single commodity.	Nett.
9	10	11	12	13	14	15	16	17	18
Rs. a. p.	Per cent.	Rs.	Rs.	Rs.	Rs. a. p.	Per cent.	Rs.	Rs.	Rs.
0 1 9	Not checked.	1,87,672	— 6,539	— 6,539	0 1 9	Not checked.	1,87,632	— 6,539	— 6,539
0 0 2	Do.	9,569	— 51	— 6,590	....	....	....	— 9,620	— 16,159
0 2 (	Do.	2,79,856	— 60,396	— 66,986	0 1 9	Not checked.	2,44,874	— 95,378	— 1,11,537
0 8 (	Do.	1,91,757	— 1,659	— 68,645	0 8 0	Do.	1,91,757	— 1,659	— 1,13,196
0 7 0	Do.	21,656	+ 21,656	— 46,989	0 7 0	Do.	21,656	+ 21,656	— 91,540
Not checked.	2·0	96,501	— 2,703	— 49,692	Not checked	2·0	96,501*	— 2,703	— 94,243
0 3 (	Not checked.	2,14,047	+ 9,761	— 39,931	0 3 9	Not checked.	2,14,047	+ 9,761	— 84,482
0 2 0	Do.	72,649	+ 2,260	— 37,671	0 2 0	Do.	72,649	+ 2,260	— 82,222
		10,73,722					10,29,169		
0 5 6	Do.	29,219	+ 29,219	— 8,452	0 5 6	Do.	29,219	+ 29,219	— 53,003
0 1 9	Do.	62,093	+ 62,093	+ 53,641	0 1 9	Do.	62,093	+ 62,093	+ 9,090
		11,65,019					11,20,468		
			Deduct—	Cost of co	llection	3½ per	cent. on G	ross ..	— 39,216
								Deficit ..	— 30,126

from the Chamber's Statement.

Total Imports, which are not available (*vide* para. 5 of report). This would cause an appreciable

12, 13, 16, 17 and 18.

S. B. MASTER,

Acting Revenue and Refund Audit Officer.

Statement No. 5.—Chamber of

Commodities.	Proportion of Refunds to Gross Revenue. (The original heading 'Proportion Re-exported' is incorrect.)	Present Imports (not Total Imports, but those on which Town Duties were recovered).		Scheduled Maximum Duty.			
		Quantities.	Values.	Absolute Rate of Duty per unit of Imports as defined in cols. 3 & 4.	Rate of Nett Realization. Per unit of Imports as defined in cols. 3 & 4.	Rate of Nett Realization. *Ad-valorem.*	Estimated Yield (Nett Realization).
1	2	3	4	5	6	7	8
			Rs.		Rs. a. p.	Per cent.	Rs.
Sugar .. .. Cwts.	74·15	19,18,735	Not checked.	8 as.	0 1 8·21	Not checked.	2,02,055
Beer ..Imp. Gallons	62·20	13,09,489	Do.	6 pies	0 0 1·98	Do.	18,571
Grain & Flour..Candies	48·26	21,71,053	Do.	6 as.	0 2 10·13	Do.	3,85,951
Ghee .. B'bay. Mds.	14·19	Imp. 3,77,891	Do.	10 as.	0 8 2·10	Do.	1,93,095
Do. .. do.	....	Local (*a*) 50,109	Do.	....	....	....	....
Timber .. .. Tons	16·86	Not checked	49,94,380	2½ per cent.	Not checked	1·97 p.c.	98,702
Sprits and Wines Imp. Gallons	6·27	9,72,060	Not checked.	4 as	0 3 7·09	Not checked.	2,18,306
Firewood ..Candies	....	6,74,552	Do.	2 as.	0 1 11·07	Do.	81,055
Hay and Straw. Tons	....	(*b*) 85,000	Do.	....	....	....	....
Spices .. .. Cwts.	Not checked.	(*c*) 6,07,495	Do.	....	....	....	....
							*1,92,733

(*a*), (*b*) and (*c*) not checked. Adopted

Note.—It should be noted that cols. 6, 7, 9, 10, 14 and 15 ought really to be based upon the *Total* ance in the rates in cols. 9, 10, 14 and 15 and also affect the results worked out in cols. 11, 12, 13,

Commerce's Appendix M, revised.

Proposed Duty—Tentative.					Proposed Duty—Definitive.				
Rate.		Estimated Yield (Gross).	Difference + or −		Rate.		Estimated Yield (Gross).	Difference *plus* or *minus*.	
Per unit of Imports as defined in cols. 3 & 4.	*Ad-valorem*.		On single Commodity.	Nett.	Per unit of Imports as defined in cols. 3 & 4.	*Ad-valorem*.		On single Commodity.	Nett.
9	10	11	12	13	14	15	16	17	18
Rs. a. p.	Per cent.	Rs.	Rs.	Rs.	Rs. a. p.	Per cent.	Rs.	Rs.	Rs.
0 1 8	Not checked.	1,99,868	— 2,187	— 2,187	0 1 8	Not checked.	1,99,868	— 2,187	— 2,187
0 0 2	Do.	13,640	+ 69	— 2,118	....	....	....	— 13,571	— 15,758
0 2 3	Do.	3,05,304	— 80,647	— 82,765	0 2 0	Not checked.	2,71,382	—1,14,569	—1,30,327
0 9 0	Do.	2,12,564	+ 19,469	— 43,296	0 8 6	Do.	2,00,755	+ 7,660	—1,22,667
0 7 0	Do.	21,923	+ 21,923	— 41,373	0 7 6	Do.	23,489	+ 23,489	— 99,178
Not checked.	2·0	99,888	+ 1,186	— 40,187	Not checked	2·0	99,888	+ 1,186	— 97,992
0 3 6	Not checked.	2,12,770	— 5,536	— 45,723	0 3 6	Not checked.	2,12,770	— 5,536	—1,03,528
0 2 0	Do.	84,319	+ 3,266	— 42,457	0 2 0	Do.	84,319	+ 3,266	—1,00,262
0 5 6	Do.	29,219	+ 29,219	— 13,238	0 5 6	Do.	29,219	+ 29,219	— 71,043
0 1 9	Do.	66,445	+ 66,445	+ 53,207	0 1 9	Do.	66,445	+ 66,445	— 4,598
		12,45,940					11,88,135		
			Deduct—Cost of collection 3½ per cent. on Gross ..						— 41,585
								Deficit ..	— 46,183

from the Chamber's Statement.

Imports, which are not available (*vide* para. 5 of report). This would cause an appreciable differ-

16, 17 and 18.

S. B. MASTER,

Acting Revenue and Refund Audit Officer.

CHAMBER OF COMMERCE,
BOMBAY, 3rd September 1903.

THE MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 12770, dated the 6th August, (with accompaniments), relating to the suggestion made by the Committee that abolition of the present Town Duties system and substitution of a system of small duties without refunds might be considered when the City of Bombay Municipal Act is revised.

2. The Committee are glad to find that the criticisms contained in that letter suggest no doubt as to the substantial correctness of the Tentative Note in which this suggestion was set forth. Some of these criticisms, even if they had been made good, would have modified the Chamber's figures so slightly as not to call for refutation. Several proceed on assumptions that are palpably inadmissible, and others are in effect only objections to statistical conditions that are absolute. None of them disposes of or even seriously assails the main contention of the Committee. It is not conceived that they have been advanced by you in that sense, but as formally setting out objections likely to be raised in certain quarters. The Committee have therefore instructed me to prepare a memorandum in which the various criticisms are touched on in succession, and to hand you a copy of that memorandum.

3. The Committee think it well to re-state their position in this matter. They have, as mentioned in previous correspondence, no power as yet to pledge trade or the Members of the Chamber to the acceptance of the principle involved; and they have from the first been, with the rest of the business community, aware of Government's present attitude in the matter and of your inability to commit either Government or the Municipality to any other attitude. They do, however, believe that such a system as they suggest would make for convenience, efficiency and economy both in trade and in the Municipality; and they have been at some trouble to place before you the grounds of this belief. They were careful to avoid any suggestion that their presentment of these considerations was otherwise than tentative; nor can they believe that the objections

communicated by you are regarded by you as in any way disposing of their representations. On the contrary, they consider that a comparison of the Appendices **L** and **M** of the Chamber's series with the corresponding Appendices in your own series, establishes beyond question the substantial agreement of the figures arrived at by different methods.

4. I am, therefore, to say that the Committee will be glad to depute some of its members to wait on you at a time convenient to you with a view to defining some proposals in the matter which you could fully support.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

TOWN DUTIES WITHOUT REFUNDS.

NOTE BY SECRETARY ON THE LETTER OF THE MUNICIPAL COMMISSIONER (WITH TABLES), DATED 6TH AUGUST, 1903.

CHAMBER OF COMMERCE,
BOMBAY, 3rd September 1903.

Para. 2 *of the Municipal Commissioner's Letter—Values.*—The disabilities here set forth regarding the calculations of values are inherent in the statistics available, and were so recognised in the Chamber's "Tentative Note." Moreover the values are only of subsidiary interest.

Para. 3.—*Arrivals.*—The Municipal figures of arrivals were adopted to obviate further fruitless controversy as to whether they or the Government figures were correct; and it was expressly stated that they were only "accepted for the purpose of computing the total quantity of each commodity from which revenue would be derivable." It is, therefore, gratuitous to suggest as is done in the next sentence of the letter under examination, that they have been "assumed as the total imports." The only article of which a considerable quantity is re-exported direct under Rule 4 and without coming quantitatively within the cognizance of the Town Duties Establishment is grain* and there would seem to be no

* There has also recently been a certain quantity of Ghee.

reason why such direct re-exports should not be exempt as far as at present. Any other arrangement indeed would be impracticable. The average quantity from which revenue has hitherto been derived is therefore the only reasonable basis for the calculation of the revenue hereafter to be obtained, and no revision of the Chamber's figures is, as suggested by the Municipal Commissioner, necessary or permissible in this respect.

Para. 4.—(1) *Flour.*—The imports of flour are for purposes of calculation, and still more for practical fiscal purposes, "*negligible*" because of their insignificance. The Municipal estimate of Revenue from this source is under Rs. 100 per annum.

Para. 4.—(2) *Firewood.*—The facts mentioned in this para. as criticisms are set forth by the Chamber in its "Tentative Note," and the procedure followed was imposed by the necessity of checking the Municipal figures against those of Government, which latter existed for seven years only. It would appear that these Municipal figures when not so checked are subject to great variations; for the Section "Firewood" in the statement substituted for the Chamber's A to G shows that the addition of the three unchecked years results in an increase of only 357 candies in the average quantity, side by side with the disproportionate increase of Rs. 2,552 in the average Gross Revenue.

Para. 4.—(3) *Appendices L and M.*—The method actually adopted was shorter than that proposed by the Municipality but identical in results. The Gross Revenue at the maximum rate was calculated on the quantity as the Municipality desire, and refunds were allowed for in the proportion which such refunds did in the past bear to the Gross Revenue. The substantial agreement of all but one of the items in column 3 of the Municipality's L and M, with those in the corresponding column of the Chamber's Tables (and this in spite of alterations in the "Cost of Collection" charges) sufficiently justifies the employment of the short method.

The one item in which there is a wide divergence is that of Grain. This divergence is not due to any difference in the calculation of Gross Revenue upon Grain. It is derived from some peculiarity in the Municipal method of computing the refunds upon Grain. But it will be remembered that the whole Town Duty question first attracted the attention of the Chamber, because of defects in the

Municipal procedure in respect of Grain Refunds, and it may be borne in mind that some two years ago a decision at law compelled the Municipality to refund a large sum estimated in advance at three lakhs on Grain which they had refused to recognise as entitled to refunds. This is the point on which the Chamber will have to proceed on the simplest and broadest principles of calculation. Otherwise they will be involved in an endless dispute as to subtleties which in some case have had to be referred to the Courts. If in ten years it has been found that almost 60 per cent. of the Gross Revenue on Grain has been refunded, this is quite good enough as the basis of any working estimate of expectation.

It will be noticed on reference to Tables L and M the difference this single item of Grain more than accounts for all the deficit alleged to result from the proposed scheme.

To understand the nature of the criticism made in this paragraph, it is only necessary to read the following passage :—

"This is bound to cause error since it implies the assumption that "gross revenue and refunds in any given year follow the same "rate per unit, which is not so. The revenue is derived at the "rate fixed for the year, but the refunds are allowed partly at "that rate and partly (*i.e.*, in respect of exports from the previous "year's arrivals), at the rate in force in that year."

In the first place, the assumption that a certain procedure was adopted is entirely erroneous. *Secondly*, the facts stated in the last sentence, quoted, were specifically but more correctly set forth *in* para. 6 of the Chamber's memorandum. *Thirdly*, the Commissioner is wrong in stating that "the revenue is derived at the rate fixed for the year." Reference to his annual reports will show that part of the revenue is in every case retrospective. (See again para. 6 of this Chamber's memorandum.) *Fourthly*, the figures are the averages for the ten years. The assumption of uniformity is the essence of an average, and to take exception to that fact is either foolish or vexatious.

Para. 4—(4) *Flour again.*—Since the imports of Flour are so small as to be negligeable, and since no question of refunds upon the considerable exports can arise under a non-refundable system, there could be no object in having a distinct rate for flour.

Para. 4—(5) *Cost of collection.*—The concluding statement that "the cost of refund establishment is a fixed charge and does not vary with the amount of refunds" is surely incorrect. The cost of Refund Establishment as shown in the Municipal Reports varies every year. For instance, the average refund charge in the 10 years' period was Rs. 10,710, while in 1901-02 it was Rs. 13,556. If it does not vary with the amount of refunds, with what does it vary? If, however, the remarks apply not to the hypothetical retrospect at maximum rate but to the prospective estimates, they are irrelevant, for no question of refunds arises under the proposed scheme. As is stated in para. 14 of the Chamber's memorandum, cost of collection at 3½ per cent. of the duty is taken as a purely tentative factor. If the Municipality have reason to believe that a less provision will suffice, so much the better for trade and for the scheme.

Para. 5.—*General.*—If "the Appendices have been rectified on the lines indicated," it would appear, therefore, that they have been vitiated to that extent. In this para. the fundamental misrepresentation already made in para. 3 is repeated. It is gratuitously incorrect to say that "the whole object of calculations in the note is to find out how much actual nett yield has hitherto been realised from every unit of the total arrivals." The object is to ascertain what nett yield has hitherto been realized on those arrivals on which the Municipality has in the past actually succeeded in levying duty. It has been repeatedly shown by the Chamber that there are considerable discrepancies between the Municipal and Customs House returns, respectively, for total arrivals; and to begin working upon any figures, other than the Municipality gives in its own Reports, would be to embark on an interminable controversy as to the correctness of the data taken. The theory of the Town Duty system (as expressed in Section 192 of the Act) is that all arrivals of the specified articles are taxed. If the Municipal figures are correct, then they represent the total arrivals, with the exception of goods in transit, under Rule 4, and the Chamber's calculation do actually show the revenue derivable from total arrivals. If they are wrong, it would be entirely unsafe to assume that they will be less incorrect in the future. If the true arrivals are less than the quantities on which duties have hitherto been levied, much of the popular criticism of the department is justified. If on the contrary the true arrivals are greater, revenue as before will be obtained at even lower rates per unit than the

Chamber has contemplated in its calculations. The quantities on which the Municipality have in the past actually levied duty furnish the only sound retrospective guide as to the quantities on which they will levy duty in the future. The proposal that this, the only sound basis, should be discarded in favour of one which would involve endless controversy of an unprofitable kind, could not, therefore, be entertained.

Para. 6.—*Hay and Straw.*—It will be noted that the Commissioner is here speaking of "arrivals." There are virtually no arrivals of wheat bran, though there are large exports. Therefore, his statement that "Fodder includes a large quantity of wheat bran" is in this connexion in the highest degree misleading, and the suggestion that deductions must be made from the Chamber's figures for arrivals falls to the ground.

Para. 7.—*Spices.*—The actual details of the Spice figures are definitely not obtainable. The criticism on this point is, therefore, a criticism of circumstances inherent in the present nature of things and is unprofitable. The circumstance that Railway and Customs' statistics, respectively, are not uniform in their treatment of Spices may be reason for an alteration in the statistics, but it is no reason for suggesting that the returns are not approximately correct.

Para. 8.—*Ghee.*—It is expressly indicated in the Chamber's Note on Ghee that the figures for that commodity are in some respects more or less conjectural. The strongest criticism the Municipality is able to make is that "the quantities seem doubtful."

The variations shown in the different Appendices, in respect of a factor largely conjectural, were made for the purpose of keeping round-figure totals which by their roundness would suggest at a glance that they were conjectural.

Para. 9.—*Deficit.*—In the notes on para. 4 (3) it is explained that these diminutions and deficits are derived from the Municipality's method of computing the Refunds on Grain. Considering the differences of method adopted throughout, the substantial agreement in respect of all the commodities, other than Grain, is a striking proof of the essential soundness of the Chamber's procedure.

Para. 10.—*The Commissioner's Paragraph.*—This is after all the gist of the matter. The Chamber has, in common with the rest of the business world, been from the first fully aware of the objection of Government to duties of the kind proposed ; but that objection is understood to repose upon a regard for the interests of trade, and if merchants spontaneously indicate a preference for such duties and declare themselves to be more harried under the present régime than they could be under the other, the ground of the Governmental doctrine disappears.—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY, 23rd August 1903.

No. 15599 OF 1903-04.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 8th September 1903.

FROM W. L. HARVEY, ESQ., C.I.E., I.C.S., MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

TO THE SECRETARY, CHAMBER OF COMMERCE.

SIR,—With reference to para. 4 of your letter of the 3rd instant, I have the honour to inform you that I shall be glad to discuss the matter with the members of your Committee at their convenience. Wednesday or Thursday next week, at 11 or 12, would suit me.—I have, &c.,

W. L. HARVEY,
Municipal Commissioner for the City of Bombay.

CHAMBER OF COMMERCE,
BOMBAY, 10th September 1903.

W. L. HARVEY, ESQ., C.I.E., I.C.S., MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

SIR,—I am directed to acknowledge the receipt of your letter No. 15599 of the 8th instant, and to say that the Chairman of the Chamber (The Hon'ble Mr. J. M. Dick), Mr. H. E. E. Procter,

Mr. A. Zygouras, and the Secretary will be glad to wait on you at the Municipal Offices on Thursday, 17th instant, at noon, to discuss the above matter.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 17930 OF 1903-1904.

FROM W. L. HARVEY, ESQ., C.I.E., I.C.S., MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

TO THE SECRETARY, CHAMBER OF COMMERCE,

MUNICIPAL COMMISSIONER'S OFFICE,

BOMBAY, 29th September 1903.

SIR,—As promised at my meeting with the deputation from the Committee of the Chamber on the 17th instant, I have the honour to forward herewith for their information a short note which I have written on the subject of your letter, and note of the 3rd instant, regarding the institution of a system of Town Duties without refunds. The criticisms contained in my letter No. 12770 of the 5th ultimo, had reference to matters of detail connected with the scheme, which must be definitely and as far as possible accurately settled in the interests both of the Commercial community and of the Municipality before either can be expected to give its assent. The former will require to be satisfied that the rate of duty has been fixed as low as possible, and the latter that its normal revenue from Town Duties will not be impaired. It was for the purpose of assisting the Chamber in the formulation of their scheme to the general principle of which I had already personally assented, that I pointed out certain defects which I considered, and still consider to exist in it. Similar objections would no doubt have been raised in other quarters, and it is desirable to anticipate and obviate them if this can be done.

2. I must take exception to the manner in which you describe some of the arguments and statements seriously advanced by me as "foolish," "vexatious," "gratuitously incorrect," "fundamental misrepresentations," etc. As I have already pointed out my

letter was written for the purpose of affording assistance and securing agreement, and it might have been accorded more courteous treatment at the hands of yourself and the Committee.—I have, &c.,

W. L. HARVEY,
Municipal Commissioner for the City of Bombay.

NOTE ON THE POINTS RAISED IN THE SECRETARY TO THE CHAMBER'S NOTE OF THE 3RD SEPTEMBER, 1903.

1. *Values.*—The absolute unreliability of the Government figures of value has been insisted on by this Office from the commencement of the correspondence and the Committee of the Chamber now accept this view.[1] If they regard them as of only subsidiary interest it might be well to omit altogether any deductions from them.

2. *Arrivals.*—It was clearly stated in the first para. of the Secretary's letter of the 28th February 1903, that the scheme which he was then engaged in formulating involved the levy of Town Duties on the whole imports of each article affected and there was nothing in the subsequent note to show that any deviation from this principle was intended.[2] If the Chamber intended to exclude goods exported under Rule IV, this might have been made clear. There are very cogent reasons[3] against any such exclusion, but as the deputation of the Committee at the meeting of the 17th instant,

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FOOT-NOTES TO MUNICIPAL COMMISSIONER'S NOTE OF 29TH SEPTEMBER 1903.

1. This view was not only accepted but was repeatedly stated in the Chamber's Tentative Note of the 18th February 1903. The figures as to values, when taken with the Chamber's reservation, do possess a certain though subsidiary interest; but no "deductions" were founded on them, as is here suggested.

2. The criticism which the Chamber had objected to related not to the letter of the 28th February but to the "subsequent note," and to paragraph 4 thereof, which was expressly cited in that criticism. Reference to the wording of that paragraph will show how entirely free it was from ambiguity.

3. The cogency of these reasons is tested below, and is qualified by the essential fact that Government would not consent to the taxation of the goods in question for local purposes.

at once agreed with the views expressed by the Commissioner it is only necessary to record—

(*a*) that in a system without refunds the privileges given by Rule IV would probably be extensively utilized[4] ;

(*b*) that the construction of the Harbour Branch Railway and the special facilities to be given in connection therewith by the Port Trust will probably largely increase such transactions[5] ;

(*c*) that it would be unfair to treat different sections of the same trade in a different way[6] ;

(*d*) that there are, it is believed, large exports of sugar under Rule IV which have been overlooked.[7]

3. *Flour.*—The smallness of the revenue does not seem to afford any sound reason for neglecting it, and the article cannot be omitted from any future schedule.[8]

4. *Firewood.*—It is not understood what is meant by checking the Municipal figures against those of Government in this connection, or why the ten years' Municipal figures should not be taken in respect of this item. A glance at the subjoined table will show that the disproportion between the extra quantities and the extra revenue

4. The whole proposal of the Chamber reposes on the assumption that merchants would prefer a small absolute duty to the troublesome refund procedure. If this assumption is correct, it follows that, other things being equal, the inducement to resort to the privileges under By-law IV will be less under the absolute system than under the present system. If the assumptions were wrong, the whole proposal would fall to the ground.

5. This may be accepted as true. It is, therefore, inherent in the present position that a diminution of Town Duty revenue is in prospect. The proposals of the Chamber were designed to give the Municipality the same revenue as, under existing conditions, they stand to obtain not to make good such diminutions of revenue as are clearly foreshadowed in those conditions. Therefore, not only is the Chamber right in excluding the goods in question; but if it should be found possible to compute the diminution in prospect, a proportionate deduction would have to be made in calculating the revenue to be found.

6. The correctness of the use of the word "same" here is disputed. The local trade and the 'through' trade are not the "same" trade; and the difference is recognised in the present law and emphasised by special resolutions of Government.

7. It is believed that sugar is exported under By-law IV; but since no particulars are available, it would be impossible to include these exports, even if the principle of such inclusion were admissible.

8. This appears to be a matter of opinion. Probably few persons will be found to agree with the Municipal Commissioner in advocating the retention of a duty upon an article which yields an average Gross Revenue of less than Rs. 100 per annum, and which in one year yielded only Rs. 11.

in the ten years' figures is due to the average rate of duty in the added years having been higher than in those taken by the Chamber:

Year.	Rate per candy.	As worked out by the Chamber (7 years).		As worked out by the Muncipality (10 years).	
		Quantity imported.	Amount of duty levied.	Quantity imported.	Amount of duty levied.
	Rs. a. p.	Candies.	Rs.	Candies.	Rs.
1892-93	0 2 0	.....	.....	581,148	72,643
1893-94	0 2 0	.....	.....	576,429	72,054
1894-95	0 1 0	.....	.....	588,376	36,773
1895-96	0 1 0	654,451	40,903	654,451	40,903
1896-97	0 1 0	425,856	26,618	425,886	26,618
1897-98	0 1 0	554,723	34,670	554,723	34,670
1898-99	0 2 0	542,662	67,833	542,662	67,833
1899-1900 ...	0 2 0	647,470	80,934	647,470	80,934
1900-01	0 2 0	566,262	70,775	566,262	70,775
1901-02	0 1 0	674,552	42,159	674,552	42,159
Total		4,066,006	3,63,892	5,811,959	5,45,362
7 Years' average		(a) 580,858	51,984	.....	.....
10 Years' average... ...		.....	.....	581,195	54,536
Difference between the 2 averages		.....	.....	(b) + 337	+ 2,552

(a) The Chamber's figures, *viz.*, 5,80,838 and (b) 357 are incorrect. The distrust of the so-called Municipal figures of arrivals which seem to pervade this correspondence will be dealt with later on.[9]

9. The Commissioner's explanation of the extraordinary change made in the Firewood figures by the addition of the three years may be accepted. The transmuting of the figures "3" and "5" alluded to, and which makes the trivial difference of Rs. 20, is evidently a clerical error.

5. *Appendices* **L** *and* **M.**—The method of calculation described in the second sentence of the Secretary's note is that to which exception is taken. The figure to be arrived at is the average net revenue which would have been obtained for the ten years had the duties been at the maxima for that period. Now the quantities on which duties were levied, and those on which refunds were allowed are known, and the most direct method of calculating the net revenue from these seems obvious and has been adopted in the Municipal statements [10]. It seems clear that any calculations based on the ratio of refunds to gross revenue, and taking no account of varying rates, the result of which differs from that arrived at by the direct method above described, must be incorrect, and cannot be sustained by mere references to defects in the Municipal method of procedure and to law suits occasioned by very reasonable doubts as to the validity of certain export certificates. Nor does the method adopted by the Chamber receive any confirmation from the approximation [11] of the results in the case of Sugar, Beer, Timber, Spirits and Firewood, for in respect of the first four of these the duties have been at the maxima during the whole period of ten years and no calculation is therefore involved, and in respect of Firewood no refunds are granted. It is undesirable to obscure this question by discussing the subjects relating to the difference between the revenue and financial figures which occur in respect of almost all public departments, and it will be enough to say that for the reasons given in this and the previous correspondence the Commissioner will maintain that the figures given by him are correct.

6. *Flour again.*—What was referred to here was the column headed "Estimated Nett Realization at Scheduled Maximum Duties" in which the duty on grain and flour was taken at the

10. If 59·9 per cent. of the revenue on grain has in the past ten years been refunded, there is no discoverable reason to suppose that a smaller percentage would fall to be refunded in the future. Indeed, as the local consumption is fairly constant, every increment in the quantity of grain arriving in Bombay tends to swell the percentage of exports. Moreover, facts in the common knowledge of the trade, and which originally led the Chamber to take up the Town Duty question, forbid implicit confidence in Municipal figures relating to this article.

11. The Commissioner here evidently speaks of approximation between the calculated estimate and the actuals. The Chamber had of course referred to the approximation between the *two estimates* made by the different methods.

same rate [12], the rates in effect being different. Flour, as already remarked, should remain in the schedule [13].

7. *Cost of Collection.*—The statement that the cost of the Refund Establishment is a fixed charge must be read in the connection in which it was made, *viz.*, with reference to appendices **L** and **M**.[14] The cost of collection would increase with the increase in the rates, but the cost of the Refund Establishment would not. It would increase with an increase of refunds caused by larger exports, of which there was no question in the particular subject under discussion.

8. *General.*—As mentioned in para. 2 above there is reason to believe that the Committee have accepted the Commissioner's contention as to the scope of the new scheme and nothing more need be said on this point.[15] It is, however, necessary to dispose once for all of an accusation which has again been made here for what purpose or on what grounds it is difficult to conjecture. In the Secretary to the Chamber's letter of 5th September 1901 to the Commissioner, the following passage occurs :—"Specific analyses of the trade in separate commodities subject to Town Duty have satisfied my Committee that there exist very considerable discrepancies between the quantities of such goods actually imported into Bombay and the quantities on which Town Duty is collected, the differences being mainly favourable to the Municipal revenue." When the Commissioner had the pleasure of meeting a deputation from the Committee about a year ago he endeavoured to remove this question from the region of speculation to that of fact by enquiring whether it was conceivable that importers would pay Town Duty on goods which they had not imported and he understood then that this contention had been relegated to its proper place. It is, therefore, to say the least of it, somewhat

12. The duty on Flour was not "taken at the same rate," but was, as expressly stated, eliminated.

13. This is a matter that would have to be decided by Government with the facts stated in note 8 before it.

14. The statement that "the cost of Refund Establishment is a fixed charge" was made by the Commissioner in the terms of a general assertion, and was objected to on this ground. The principle of calculation here stated by the Commissioner is good.

15. As has been stated elsewhere the Commissioner's contention was new to the Deputation, but has not been "accepted by the Committee."

surprising to see it again put forward[16] seriously in the forefront of the discussion, and the Commissioner hopes that in future the fact may be recognized that in the ordinary course of business, importers will certainly not pay on more, and will no doubt in some instances pay on less, if they can, than the quantities actually imported.

9. *Hay and Straw.*—The Secretary does not give the grounds for his statement and it cannot be agreed to without further proof. The matter is obviously one for enquiry[17].

10. *Spices.*—The remarks formerly made pointed out certain differences of classification, regarding which enquiry seemed to be essential before calculations involving a large amount of revenue could be accepted. If they have had the result of assisting in the approximation to accuracy it is hoped they have not been altogether "unprofitable[18]".

11. *Ghee.*—It would have been idle to presume to criticise figures admittedly conjectural. The quantity of ghee, made locally, cannot be estimated accurately, but it is probably overestimated by those who wanted to have it taxed[19].

12. *Deficits.*—The methods adopted by the Chamber and the Municipality, respectively, in computing the refunds on grain have already been fully discussed, and it has been shown that the agreement of the two sets of figures in respect of other items can

16. No such "accusation" is to be found in the Chamber's Memorandum. If the passage objected to is that in which statement is made of the plain fact that there are discrepancies between the Municipal and Customs House figures for arrivals, it may be mentioned that this fact was cited because the Commissioner had expressed a wish that the calculations should be founded upon something not clearly defined but entirely different from the Municipal figures and because the only other statistical basis for such calculations was to be found in the Customs House figures.

17. The Chamber had made such enquiry, and it is not apparent why the Municipality did not follow their example. If they had done so, they would have learned that the Secretary's statement was in accordance with fact. A negation of the kind in question cannot be proved statistically, unless the absence of any statistics on the point be accepted as evidence.

18. The Commissioner's remarks about spices did nothing but emphasise an absolute statistical disability already fully recognised. It is, therefore, difficult to see how they could contribute to accuracy of any kind.

19. The figures in respect of ghee and spices are not purely conjectural, nor has the Commissioner succeeded in showing that they are conjectural to a degree that entitles him to discard them.

have no bearing on the former. Were it otherwise, the Municipality might, with equal reason, cite the agreement as confirmatory of the correctness of its own method.

13. The Commissioner must not be understood to in any way subscribe to the statement that merchants are unduly worried[20]. There are two sides to every question and it must always be remembered that if the Municipality could depend on the probity of all claimants to refunds, the present system could be much relaxed. Occasional frauds, such as occur in every business, have to be borne with, but the systematic series of frauds which have from time to time been discovered and which are still being discovered in respect of Town Duties have rendered it necessary that no reasonable safeguard should be omitted and all must, of course, be treated alike.

W. L. HARVEY, Municipal Commissioner.

CHAMBER OF COMMERCE,
BOMBAY, 29th December 1903.

THE MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 17930, dated the 29th September last, with a Note, regarding the proposal to institute a system of Town Duties without refunds.

2. It appears to my Committee that among the various suggestions made in that Note the most crucial is that goods passing through Bombay under By-law IV should be included in arrivals in Bombay and should so be made subject to Town Duties of the kind under discussion. It may be said that such inclusion had never been contemplated by the Committee as within the domain of practical politics ; that for this reason the sense in which the term "total arrivals" had been used by you in the correspondence had not been understood ; and that the deputation who met you on the 17th September did not at first grasp the full scope of the proposal when

20. The Committee studiously refrained from saying "that merchants were unduly worried." What they said was that merchants believed that they would be less worried under the proposed system than under the present system. It will be noticed that a large part of these notes as of the letters of the Chamber has been taken up with the refutation of successive misconstructions of words perfectly unambiguous if taken literally.

you raised it explicitly in conversation with them. The Committee had believed that Bombay merchants would prefer a small non-refundable duty to one levied as at present, and they conceived it possible that Government might assent to proposals made by Bombay merchants in this sense, so long as these proposals related only to goods patently owned or handled by those merchants themselves and as such at present subject to Town Duty. But there is no likelihood that Government would recognise any right on the part of Bombay merchants to make recommendations in respect of goods which might belong to persons domiciled elsewhere. The duty so imposed would in effect be a transit duty, and in the course of this correspondence it has been increasingly borne in on my Committee that no assent to the principle of transit duties is to be expected from Government or would be warrantable on their own part as representing the mercantile community. They therefore abandon all proposals of the nature indicated; and it becomes unnecessary to maintain the views in this connexion which are contraverted in your Note.

3. I am, however, to address you on the subject of a remark made in your Budget Statement presented on the 17th November, to the effect that the General Tax should not, in your opinion, be reduced unless the reduction could be maintained for some years. From this remark it is inferred that a further reduction of the General Tax at an early date is intended. I am, however, to submit that the great inconvenience imposed on trade by the present system of refunds would justify the abolition of the duties upon those commodities in respect of which the nett realization represents only a small part of the gross revenue. The two principal commodities so distinguished are Sugar and Grain and Pulse with Flour. It appears that in the ten years 1892-3 to 1901-2 the nett realization on these commodities represented only some 22 per cent. and 38 per cent., respectively, of the Gross Revenue derived from them; and it is evident that the levy of duty on these articles is attended by disproportionate cost to the Municipality and inconvenience to the Trade. The average nett revenue in respect of these two commodities has amounted to a sum approximately equal to 2 per cent. on the General Tax; and my Committee beg leave to suggest that the preference should be given in this matter to the interests of Commerce. If, however, you should think it necessary to make

such a reduction in the General Tax as would appear to be in contemplation, my Committee believe that the increased and expansive revenue obtained on re-valuation and derived from buildings recently erected on Improvement Trust lands will be sufficient to warrant the abolition at a very early date of octroi on the articles named and at no very distant date on all the articles now subject to the tax.

4. I am to add that there appear to my Committee to be other sources of revenue in respect of which property is allowed an undue advantage over trade. The most conspicuous example is to be found in the scale of charge for water by rating. The Act lays down that the assessment on this account shall be fixed with reference to the cost of the water. That cost is understood to be slightly over three annas per thousand gallons, while all the information available points to the fact that the assessment does not average more than eleven pies per thousand gallons. My Committee submit that a charge of eleven pies is out of all relation to a cost of three annas; and they direct me to represent that an assessment calculated to bring in some three annas per thousand gallons would not only yield a considerable revenue, but would admit of the abolition of the octroi and would enable the Municipality to supply water at reasonable rates for local industries.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

No. 29580 OF 1903-04.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 5th January 1904.

FROM W. L. HARVEY, ESQ., C.I.E., I.C.S., MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY,

TO THE SECRETARY, CHAMBER OF COMMERCE.

SIR,—With reference to para. 3 of your letter of the 29th December last on the subject of Municipal taxation, I have the honour to inform you that I do not at present see any prospect of being able to propose a reduction in the General Tax, and to add that increases of revenue from the General and Halalkhore Taxes, due to the development of the estates of the Improvement Trust, are assets of that Body and not of the Municipality.

2. The Revenue and Expenditure on the water account for next year are estimated at Rs. 15,41,000 and Rs. 16,38,000, respectively. The margin of possible increase of revenue under the existing limitations is, therefore, comparatively very small.—I have, &c.,

W. L. HARVEY,
Municipal Commissioner for the City of Bombay.

CHAMBER OF COMMERCE,
BOMBAY, 22nd January 1904.

THE MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 29580, dated the 5th January 1904, and to thank you for pointing out the fact, which the Committee had overlooked, that the increases of revenue from the General and Halalkhore Taxes due to the development of the estates of the Improvement Trust are assets of that Body and not of the Municipality. What the Committee really had in mind in referring to increases of revenue was such increase as arises from the re-assessment of Municipal property.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

APPENDIX OOO.

CALCUTTA CITY IMPROVEMENT SCHEME.

No. 605—1903.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 16th April 1903.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

DEAR SIR,—You are no doubt aware that the Government of India have under consideration a scheme for the improvement of the congested areas of the city of Calcutta. The scheme has been recently submitted to this Chamber for an expression of opinion. One of its main features is the proposed establishment of an Improvement Trust somewhat similar to that which has been in existence in Bombay since 1898.

2. Before remarking upon this feature of the scheme, the Committee are desirous of obtaining as much information as possible with regard to the Bombay Trust. For they wish to be in a position to come to a conclusion as to whether, judging by the experience of Bombay, it would be more advantageous to form such a Trust in Calcutta, or to empower the Municipal Corporation to carry out the scheme of improvement. I am, accordingly, to ask if you will kindly favour them with the views of your Committee upon the Bombay Trust, and its working, with particular reference to the following points:—

(*a*) The Act constituting the Trust.

(*b*) The composition of the Board.

(*c*) The relation of the Trust to the Bombay Municipal Corporation.

(*d*) Whether, in actual working, difficulties and friction have arisen between the Corporation and the Trust.

(*e*) Whether loss of efficiency and waste of resources have followed as a consequence of such difficulties and friction.

(*f*) Whether the Trust is, in the opinion of your Committee, performing the work of improving the city more efficiently than the Bombay Corporation might have been expected to perform it.

3. Thanking you in anticipation and requesting the favour of an early reply,—I am, &c.,

W. PARSONS, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 5th May 1903.

THE SECRETARY, BENGAL CHAMBER OF COMMERCE, CALCUTTA.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 16th April on the subject of the proposal to constitute in Calcutta an Improvement Trust somewhat similar to that existing in Bombay. In the first place I am to hand you a copy of the Act constituting the Bombay Trust, from which you will derive replies to your questions (*a*), (*b*) and (*c*).

It will be seen that the Act gives summary powers for acquisition of properties under notified areas. The Act is framed on the model of the English Acts; but it was hastily drawn and in working it difficulties have arisen which have necessitated many references to Counsel for interpretation of clauses singly or in relation to each other. The Corporation being vitally interested in the financial success of the Trust, have often taken one view of a section, which view has been supported by their Solicitors and/or Counsel, against a different view taken by the Trust, also with the support of Counsel. In this way some friction has arisen.

The Act is now under the consideration of the Board with a view to Government being asked to amend obscure points and revise the financial clauses especially.

It will be understood that, apart from the question of summary powers, the Act was necessary to bring into existence a Board, whose members, or at least a majority of whose members, were not interested in real property in the city. The members of the Bombay Municipal Corporation are to a large extent landlords, and it

was conceived that the work of clearing insanitary areas might be distasteful to a body so constituted. It is understood that in Calcutta the Municipality is differently constituted, the Government having a much larger interest than in Bombay.

The Board is composed of a Chairman and thirteen members, the latter appointed as prescribed by the Act.

Much of the work is done by the following Sub-Committees:—

Land Committee.
Land Acquisition Committee.
Plan (*i. e.*, of buildings) Committee.
Reclamations Committee.
Improvements Committee.
Finance and Establishment Committee.

Excepting the Plan Committee, which is composed of the Chairman and two members, five or six members including the Chairman make up the various Committees, and only to a slight extent is their work subject to the approval of the Board.

At first progress was very slow, as a fair basis for acquisition had to be found. But now, on a rental basis, excepting in special cases the work of acquisition is proceeding very rapidly and a very large number of the settlements are now made by amicable arrangement. If the seller declines the offer of the Board, or if the Board does not make an offer, the case goes to a Special Collector appointed by Government. From him an appeal can be made to a specially constituted Tribunal from which there is no appeal, the High Court according to a recent decision of its own having no jurisdiction.

No friction sufficient to delay work has arisen between the Board and the Corporation. On an improvement scheme being put forward by the Board, the Corporation has thirty days (it is now proposed by the Board to extend this period to ninety days) in which to make a representation to Government; and after consideration Government either rejects, approves or amends the scheme. The Board has then full power to proceed. It is difficult to see how an objection on the part of the Corporation could delay the work unless on a legal construction of the Act which might involve a reference to the High Court. But no such difficulty has in fact arisen.

The Corporation as at present constituted could not have undertaken the executive work now being done. An entirely separate department would have been necessary, with officials whose whole time was given to the special duties. The Bombay Trust has a large staff, who have had to be specially trained to the work.

The mistake made at the beginning was that too many schemes were undertaken and too many properties notified. The work of acquisition and demolition is now proceeding rapidly; but it has been found necessary to check the work of demolition so as to prevent further overcrowding. Large schemes are now undertaken in sections; and buildings, unless grossly insanitary, are not pulled down in, say, Section 2 until Section 1 has been cleared and is in process of re-building. Although on the alignment of new roads good properties will spring up spontaneously, it is recognised that in very poor districts improved sanitary buildings must be erected by the Trust for the poor, whose work lies in or near the particular neighbourhood.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX PPP.

SERVICE ON SPECIAL JURIES.
BY MERCHANTS IN RESPONSIBLE POSITIONS.

CHAMBER OF COMMERCE,
BOMBAY, 1st September 1903.

Report of the Sub-Committee on Juries.

A Meeting of the Sub-Committee on the Jury System was held in the Rooms of the Chamber on Monday, the 31st August 1903.

Present.

The Hon'ble Mr. J. M. Dick (Chairman), C. H. Armstrong, Esq., Marshall Reid, Esq., C.I.E., and The Secretary.

The Secretary was directed—

1. to prepare from the Minutes and from the discussion note of the various recommendations to be proposed ;
2. to circulate the same for approval of the Sub-Committee and submit it to the General Committee on the 2nd September;
3. to write demi-officially to the Chief Justice requesting the favour of an interview for certain members of the Committee and tentatively suggesting Thursday as suitable to business men.

J. M. DICK.
C. H. ARMSTRONG.
MARSHALL REID.

CHAMBER OF COMMERCE,
BOMBAY, 31st August 1903.

DEAR SIR LAWRENCE JENKINS,—The Committee of the Chamber desire to make representation to Government about the serious inconvenience imposed on Europeans in responsible positions here by service on Special Juries; but, before doing so in a formal manner they would be grateful if you could receive one or two of their members and have some conversation with them on the subject. They will, of course, suit your convenience as regards the time and place of meeting, and, subject to such convenience, I am to propose any Thursday as a day when business men can usually get away from office for a time.

On hearing from you that you will favour them with the meeting sought, I will have the honour to forward to you in advance a note of the heads under which they are disposed to make recommendations.—Yours, &c.,

FREDERICK NOEL-PATON.

THE HON'BLE SIR LAWRENCE JENKINS, CHIEF JUSTICE.

HIGH COURT,
BOMBAY, 31st August 1903.

DEAR MR. NOEL-PATON,—I shall have much pleasure in meeting at the High Court, Thursday, the 3rd, at 5-30 p.m., any of the members of your Committee to discuss the grievances of Special Jurors. I have always recognized the great inconvenience individual jurors must from time to time suffer, and I shall be only too pleased to co-operate towards minimizing as far as possible the burden involved in service on special juries.—Yours, &c.,

L. JENKINS.

SERVICE ON SPECIAL JURIES.

MEMORANDUM OF CERTAIN TENTATIVE PROPOSALS BY CHAMBER OF COMMERCE TO ABATE THE INCONVENIENCE IMPOSED ON EUROPEANS OF RESPONSIBLE POSITION IN BOMBAY BY SERVICE ON SPECIAL JURIES.

1. Increased facilities to persons in responsible position to obtain exemption when called upon to serve. At present even a person whose case is obviously one for exemption is forced (*a*) to incur legal expenses ranging from Rs. 15 to Rs. 50, and (*b*) to attend personally on the morning of the Sessions before exemption can be granted. It appears to the Committee that a simplification of procedure obviating useless legal expenses might be made and that power might be given to the Clerk of the Crown to dispense with the formal attendance of a person whose attendance is calculated to affect important interests injuriously. It might also be provided that the head of any firm or company of which an employé is summoned for service on a Special Jury may depute for such service any other employé qualified to act on Special Juries.

2. Arrangements obviating the necessity for the personal attendance of Special Jurors on the off chance that the case on which they are to serve may be called. It appears to the Committee that in cases where notification cannot be given in the public press, communication by messenger might be made to persons having their place of business within a certain distance of the High Court.

3. The grant to Special Jurors of the right to leave the High Court and go to their places of business in the luncheon hour, subject, of course, to their returning in time for the resumption of the Court.

4. Special Jurors not to be required to act on—

(*a*) Saturday afternoons.
(*b*) Bank Holidays.
(*c*) Mail Days (Outward and Homeward).

5. A general revision of the List of Special Jurors with a view to including—

(*a*) all those resident in Bombay and qualified to act;
(*b*) all those whose place of business is in Bombay but who reside in suburbs like Bandra.

6. Payment of Special Jurors in all cases except those relating to crimes against person or property.

1*st September* 1903.

MEMORANDUM OF AN INTERVIEW HAD WITH THE HONORABLE THE CHIEF JUSTICE BY A DEPUTATION FROM THE COMMITTEE OF THE CHAMBER OF COMMERCE ON THE 3RD SEPTEMBER 1903, ON THE SUBJECT OF THE SERVICE OF MERCHANTS IN RESPONSIBLE POSITION UPON SPECIAL JURIES.

On 3rd September 1903, The Chief Justice, Sir Lawrence Jenkins, K.C.I.E., was good enough to receive a deputation from the Chamber of Commerce who were desirous of calling the attention of the Chief Justice to the unnecessary hardship and inconvenience at times inflicted upon Europeans in responsible positions in connection with service on Special Juries.

In reply to the representation of the deputation that the procedure might be so simplified as to obviate useless legal expenses and that power might be given to the Clerk of the Crown or some other authority to grant exemption before the opening of the Sessions in

case of necessity and to dispense with the formal attendance of a person whose attendance is calculated to effect important interests, the Chief Justice intimated—

That the Sheriff, when issuing Summons to Special Jurors, should attach a slip to the Summons notifying a date up to which applications in writing for exemption from any Sessions would be entertained and dealt with by the Sheriff, and instructing Special Jurors that in case of emergency applications for exemption should be made to, and would be dealt with after that date by the Clerk of the Crown.

The Chief Justice further stated that no objection would be raised to Special Jurors leaving the High Court during the interval for lunch, provided they returned punctually to the time notified.

His Lordship could not entertain the suggestion that the Sessions Court should not sit on Saturday afternoon, Bank holidays and Mail days should any such fall during the trial of a Special Jury case, but by arranging not to commence any Special Jury case on a Friday or Saturday. The Chief Justice believed that inconveniences to business men would be practically avoided.

The Committee of the Chamber wish to place on record their appreciation of the courtesy and consideration shown to them by the Chief Justice and to express the hope that Members of the Chamber will make a point of seeing that no unfair advantage is taken of the concessions so considerately granted.

4th September 1904.

No. 359 OF 1903.

SHERIFF'S OFFICE,
BOMBAY, 9th September 1903.

From THE SHERIFF OF BOMBAY.
To THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—With reference to the interview your Chairman and others had with the Honourable the Chief Justice, on the 3rd instant, on the subject of the Special Jury, I am directed to forward herewith copies of papers marginally noted with the following observations:—

(*a*) Special Jury Summons,
(*b*) Jury Slip, and
(*c*) Jury Lists for 1903-04.

2. As regards (*a*) the Summons in question will in future contain the postscript now thereto attached. The notice referred to will

appear in the "Local and Provincial" column of the *Times of India* and the "Bombay" Column of the *Bombay Gazette*, respectively, either the day before or the morning of the day the attendance of Jurors will be required.

3. As regards (*b*) these Jury slips are sent yearly, about January, to all local offices, &c., &c. They should be returned to me duly filled in before the end of the following month, February. Special attention is invited to the head notes on the slip. The return of the slips carefully filled up would not only materially facilitate the preparation of the Jury lists, but also tend in a marked manner to prevent any hardship to any member of the Special and Common Jury.

4. In conclusion, I am to state, that the Jury panel for each Sessions is finally passed and closed about seven days before the opening of the Sessions. Applications for exemptions, reasonably supported, reaching me 3 or 4 days before the closing of the panel will, if possible, be complied with. After the closing of the panel such application will have to be made to the Honourable the Judge appointed to preside.—I have, &c.,

H. J. MILES,
for Sheriff of Bombay.

(A)

THE SPECIAL JURY.

BOMBAY TO WIT.

EDWARD VII, by the Grace of God of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India. By virtue of a Precept to me directed, I hereby require you, that, laying all other business and excuse apart, you appear in your proper person before the High Court of Judicature at Bombay, sitting as a Court of Oyer and Terminer and Jail Delivery, and being duly appointed to inquire, hear, and determine all treasons, murders, felonies and other crimes and misdemeanors had, done or committed within the Town and Island of Bombay and the limits thereof, and factories and places subordinate thereto and dependant thereon, and also to hear and determine all treasons, murders, robberies, felonies, trespasses, misdemeanors and other crimes or offences done, perpetrated and committed on the High Seas, at the High Court House of Bombay, on the day of

at the hour of ten in the forenoon of the same day and every other day during the sitting of the Sessions to attend and serve on the Special Jury, and to try the truth of all such charges and inquests as shall then and there be brought before you, and further to do as shall then and there be required of you, and this you are not to omit under the penalty of One Hundred Pounds. Dated this day of 190 .

Sheriff of Bombay.

To

Esq.

(B)

The names of all British subjects between the ages of 21 and 60 having an income of Rs. 70 a month and upwards, and understanding the English language, are to be entered on this list.

If any person considers he has a claim to be put on the Special Jury list, the grounds of such claim should be stated in the column for remarks; and such claim will be considered by the Clerk of the Crown, so long as Special Jurors are wanted to complete the number put on that list.

If any person thinks he ought to be entirely exempted from service on either Jury, the grounds of such exemption should be stated in the column for remarks, and the claim will be duly considered.

If it be discovered that the name of any person liable to serve as a Juror has not been returned, such person will be put into the Common Jury list.

Name_____

Occupation and name of Office or Department in which employed. _____

Address_____

Nationality_____

Religious Profession_____

Remarks_____

N.B.—You need not attend unless a notice appears in the local columns of the *Times of India* and *Bombay Gazette* requiring your attendance.

N.B.—These slips are sent in books of 25, &c.

CHAMBER OF COMMERCE,
BOMBAY, 7th October 1903.

THE SHERIFF OF BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to ackowledge with thanks the receipt of your letter, No. 359, dated 9th September with copies of—

(*a*) Special Jury Summons,

(*b*) Jury Slip, and

(*c*) Jury Lists for 1903-04.

2. The addition of the postscript to the Summons informing the recipient that he need not attend unless a notice appears in the local columns of the *Times of India* and the *Bombay Gazette* requiring such attendance will tend to remove one of the hardships often imposed on merchants in responsible positions by service on the Special Jury.

3. The head notes on the slip have been read attentively, and the Committee will be glad to do what they can to procure the due completion and return of these slips.

4. Since it appears to my Committee, that the addition to the Special Jury List of the names of those gentlemen of suitable position, but not at present included in it, might be beneficial they have revised that section of the List which relates to Europeans, and I now have the honour to hand you for your consideration a list of those names which they think might be added.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX QQQ.

SALARIES OF PRESIDENCY MAGISTRATES.

CHAMBER OF COMMERCE,
BOMBAY, 9th September 1903.

THE SECRETARY TO THE GOVERNMENT OF BOMBAY, JUDICIAL DEPARTMENT, BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to submit to Government the following considerations relating to the efficiency of the Bombay Police Courts and the pay of the Presidency Magistrates.

2. The Committee are prompted to lay these matters before Government, because the Members are concerned in Shipping cases and in cases under the Merchandise Marks Acts, which is administered by the Magistrates in question.

3. Some years ago, the salaries of the Presidency Magistrates were reduced on the recommendation of the Finance Commission. Since that time the work of the Police Courts has very greatly increased and it is understood that Government has taken into its consideration certain proposals for the relief of those Courts. But having regard to the amount of work that now falls to be done by the Stipendiary Magistrates, the salaries attached to those posts have in recent years, as my Committee understand, been found insufficient to the induce European barristers of adequate qualifications to accept appointment. It is believed that this fact was brought into prominence some two years ago when the Chief Presidency Magistrate was invalided and special arrangments had to be made to procure a substitute. A substitute was found, but in the opinion of the Committee it might well have happened that no suitable man was available. And the lack of continuity involved in such special arrangements would in any case be open to objection.

4. It is assumed that the post of First Presidency Magistrate must be held by an European barrister. The increase in the work of his Court intensifies the need for experience as a condition of promptness. If an European barrister of good qualifications, but not actually experienced in the work, were suddenly called upon to assume the duties of the First Presidency Magistrate, there would, under present conditions, be some risk of inefficiency. The possibility of such inefficiency might on the other hand conceivably operate against the appointment of an European to the post. It, therefore, appears to my Committee that the normal tenure of one of the subordinate posts by an European is a condition and complement of the present arrangement in respect of the First Presidency Magistracy; and experience has shown that, without an increase in the salaries of those subordinate posts, barristers of the necessary qualifications will not accept them. I am, therefore, to beg that Government may be pleased to consider the advisability of restoring the salaries of all Presidency Magistrates to the level at which they stood before the reduction made at the instance of the Finance Commission.—I have, &c.,

J. M. DICK, Chairman,
FREDERICK NOEL-PATON, Secretary.

No. 5634.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 24th October 1903.

FROM THE CHIEF SECRETARY TO GOVERNMENT, BOMBAY,
TO THE CHAIRMAN OF THE CHAMBER OF COMMERCE, BOMBAY.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 9th September 1903, submitting, for the consideration of Government, the views of the Committee of the Bombay Chamber of Commerce regarding the advisability of restoring the salaries of the Presidency Magistrates in Bombay to the level at which they stood before the reductions ordered at the instance of the Finance Committee, and in reply to state that His Excellency the Governor in Council fully recognises the necessity for the appointment of efficient incumbents to these posts.—I have, &c.,

S. W. EDGERLEY, Chief Secretary to Government.

APPENDIX RRR.

PIECE-GOODS.

DEFINITION FOR CUSTOMS PURPOSES.

No. C 13834 OF 1903.

From E. GRAY, ESQ., I.C.S., COLLECTOR OF LAND REVENUE, CUSTOMS AND OPIUM, BOMBAY,

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

BOMBAY CUSTOM HOUSE, 28th October 1903.

SIR,—A question has arisen as to what descriptions of cotton goods are recognised as piece-goods by the custom of the trade.

2. The rules framed under Section 19A of the Merchandise Marks Act and printed at page 20 of the Compilation of Rules and Notifications under the Sea Customs Act, issued by the Commissioner (Edition 1900), after laying down a definition of piece-goods, proceed with a detailed list of cotton goods which are to be deemed to be included in the term piece-goods. This list, however, is primarily intended for the purposes of the Merchandise Marks Act, and cannot, it may well be argued, be held to be an exhaustive list of what the trade recognises as piece-goods.

3. The accompanying list has accordingly been drawn up and is claimed to be a representative list of cotton goods regarded in the trade and by commercial usage as piece-goods. I have the honour to invite an expression of opinion from the Chamber of Commerce as regards this list and shall be glad if the Chamber will favour me with its views as to any alteration or addition which the Chamber may think desirable to recommend.—I have, &c.,

E. GRAY, Collector of Customs and Opium.

BOMBAY CUSTOM HOUSE, 28th October 1903.

The following is the list of descriptions of cotton goods that are regarded as piece-goods in the trade :—

* Brocades.
Cambrics.
* Crimps.
Checks, Spots and Stripes.
Chudders.
† Chudder Dhocties.
* Coating.
* Crape.
* Denims.
Dhooties (single or in pairs).
Domestics.
Dorias.
Drills.
Flannel and Flannelettes.
* Harvards.
Italian Cloth.
Jaconets.
Jeans.
Lappets.
Lawns.
Lenos.
Long Cloth.
Madapollams.
Mulls.
Muslins.
Nainsooks.
* Net.
Oxford Shirtings.
Printers.
Prints.
Sarries (single or in pairs).
* Sateen.
Scarves (single or in pairs).
Sheetings.
Shirtings.
* Silecia.
Tanjibs.
* Trouserings.
Twills.
T. Cloth and Mexicans.
* Velvet and Velveteen.
* Venetian Cloth.
* Zephyr Cloth.

CHAMBER OF COMMERCE,
BOMBAY, 6th November 1903.

THE COLLECTOR OF LAND REVENUE, CUSTOMS AND OPIUM, BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. C-13834, dated the 28th October, covering a list of articles recognised in the trade as piece-goods. The Committee have gone through the list and find it to be fairly

* Those marked with asterisks are the new additions.

† This ought to be deleted as "Chudder" is only the quality of cloth used in the Dhooties.

comprehensive. They would, however, suggest that at present the following might be added :—

Printed Meltons.

Cotton Shawls, Blankets, Quilts, and Prayer Mats.

Umbrella Cloths.

Sack Cloth.

Spanish Stripes.

Tweeds and Cashmeres (unless these are included under Coatings).

Serges.

Tapestry.

To " Prints " should be added " including Handkerchiefs."

It does not seem to my Committee to be possible to make such a list quite comprehensive, having regard to the very great variety of styles of goods now imported and to the fact that these styles are continually changing.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 30th December 1902.

No. 9214.—The following Circular by the Government of India is republished :—

" FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

CUSTOMS.

No. 6918-S. R., dated Calcutta, the 26th December 1902.

Read—

Customs Circular No. XIX of 1902.

ORDERED, that the Circular be published for general information in the Supplement to the *Gazette of India.*

(Sd.) E. N. BAKER,

Officiating Secretary to the Government of India.

CUSTOMS CIRCULAR No. XIX of 1902.

No. 6634-S. R., dated 15th December 1902.

From The Secretary to the Government of India, Finance and Commerce Department.

To (1) The Secretary to the Government of Madras, Revenue Department.

(2) The Secretary to the Government of Bombay, Revenue Department.

(3) The Secretary to the Government of Bengal, Financial Department.

(4) The Revenue Secretary to the Government of Burma.

With reference to the correspondence ending with your letter (1) No. 780, dated the 28th August 1902, (2) No. 624-M., dated the 27th October 1902, (3) No. 1713-T.F., dated the 28th September 1902, (4) No. 327—2 C.-S, dated the 15th September 1902, I am directed to forward a copy of letter No. 6635-S. R. of to-day's date to the Secretary, Calcutta Import Trade Association, conveying the decision of the Government of India with regard to the assessment to customs duty of cotton prints imported in lengths of 2½ yards and upwards. I am to request that this decision may be communicated to the Collector of Customs in the Madras Presidency, the Bombay Presidency, Bengal, Burma.

No. 6635-S. R., dated the 15th December 1902.

From The Secretary to the Government of India, Finance and Commerce Department.

To The Secretary, Calcutta Import Trade Association.

I am now directed to communicate the decision of the Government of India on the question raised in your letter No. 36-M., dated 2nd June 1902, regarding the customs duty payable on cotton prints imported in lengths of 2½ yards and upwards. The Committee of your Association states that similar goods made in the Indian Mills pay an excise duty of 3½ per cent., and contends that it is unfair to levy a duty of 5 per cent. on imported goods and thus to protect the local article to the extent of 1½ per cent. *ad valorem*.

2. The Government of India do not consider that the provisions of the Cotton Duties Act, 1896 (II of 1896), are relevant to the point at issue, which is simply whether the goods are 'cotton piece-goods' or 'apparel' within the meaning in which these terms are used in the fourth schedule of the Indian Tariff Act, 1894 (VII of 1894). 'Piece-goods' are lengths of textiles manufactured as material for conversion by subsequent manipulation into articles for wearing apparel, domestic use, etc. The prints, of which a sample was forwarded with your letter, are finished articles with a selvage and a fringe at either end. They have already received the manipulation preparing them for use as apparel and they are, therefore in the opinion of the Government of India, taxable as apparel at 5 per cent. *ad valorem.*"

By order of His Excellency the Right Honorable the Governor in Council,

W. T. MORISON,

Acting Secretary to Government.

APPENDIX SSS.

GREY SHIRTINGS IMPORTED INTO INDIA.

NUMERALS AS MERCHANDISE MARKS.

No. C—4210 OF 1903.

From E. GRAY, ESQ., I.C.S., COLLECTOR OF LAND REVENUE,

CUSTOMS AND OPIUM, BOMBAY,

To THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

BOMBAY CUSTOM HOUSE, 28th March 1903.

SIR,—I have the honour to request the Chamber's opinion on the following point:—

Whether Grey shirtings marked as follows:—

Stamp.	Dimensions Yards.	Weighing.
10	38 × 35	9lbs.
11	38 × 43	9 „ 15 ozs.
11¼	38 × 43	10 „ 6 „
11½	38 × 43	10 „ 12 „
12	38 × 43	10 „ 14 „
12½	38 × 48	12 „
13	38 × 48	12½ „
16	38 × 48	13 „

are not likely to mislead the ordinary retail buying public into supposing that the figures are intended to represent the weights of the different qualities of cloth. It is a well-known fact that weight is an item to be considered in buying greys in general and grey shirtings in particular. It may be mentioned that the numerals are not qualified by the addition of "No."—I have, &c.,

E. GRAY, Collector of Customs and Opium.

CHAMBER OF COMMERCE,
BOMBAY, 7th April 1903.

E. GRAY, ESQ., I.C.S., COLLECTOR OF LAND REVENUE, CUSTOMS AND OPIUM, BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. C—4210, dated 28th March, in which you enquire whether, in the opinion of the Committee, numerals borne by certain grey shirtings imported into India, which numerals approximate to but slightly exceed the weight of such goods "are not likely to mislead the ordinary retail buying public into supposing that the figures are intended to represent the weights of the different qualities of cloth."

2. I am directed to say that in the opinion of the Committee the relation between most of the stamp numerals you actually quote and the corresponding weights is such as might—even when the numerals were qualified by the prefix "No."—so mislead an inexperienced buyer purchasing one piece at a time. The Committee have, however, received from a member of the Chamber particulars which make it plain that your enquiry relates more particularly to certain goods imported by that firm, and which show that the case in point is not a very good example of the broad principle here stated, inasmuch as the particular goods in question have been so imported by that firm for so considerable a number of years previous to the introduction of the Indian Merchandise Marks Act as to be regarded as securing to the numerals habitually borne by them official recognition as trade-marks.

3. I am to add an expression of the Committee's thanks to you for having raised the question, as it would not in their opinion be well that an extended use of markings of the kind discussed should be allowed.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX TTT

SHORT-REELED YARNS.

No. 5440-S.R.

GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT,
SIMLA, the 6th September 1903.

From J. CAMPBELL, ESQ., I.C.S., OFFICIATING UNDER-SECRETARY TO THE GOVERNMENT OF INDIA,

To THE SECRETARY TO THE BOMBAY CHAMBER OF COMMERCE.

SIR,—With reference to your letter to the Government of Bombay, Revenue Department, dated the 26th September 1902, regarding the short-reeling of yarns in Indian mills, I am directed to say that the Government of India have decided that measures should be taken to stop the practice of short-reeling yarn which is intended for sale in India; and with this end in view, they consider that prosecutions should be instituted against persons who intentionally manufacture short-reeled yarn for sale in India. The Government of India desire, however, to avoid interference with the trade in yarn manufactured for export, and they think it necessary to draw up very precise instructions for the guidance of the Inspectors of Factories by whom these prosecutions would be instituted, defining accurately the class of cases in which proceedings should be taken and indicating the method by which such cases should be investigated. The Government of India accordingly propose to appoint a small Committee, of which the Commissioner of Customs, Bombay, will be the Chairman, to consider this question in detail, and to frame the necessary instructions. It has been decided that the Committee shall assemble at Bombay on the 1st of October next.

2. I am to request that the Bombay Chamber of Commerce will be so good as to nominate a representative to serve on the Committee. The name of the gentleman nominated should be intimated to the Government of India at as early a date as possible.—I have, &c.,

J. CAMPBELL, Offg. Under-Secretary to the Government of India.

Copy forwarded to the Director-General of Statistics, with the intimation that he will be appointed a member of the Committee referred to above, and that arrangements should be made accordingly.

Copy also forwarded to the Government of Bombay, Revenue Department, with reference to the letter from that Government No. 5736, dated the 24th August 1903.

CHAMBER OF COMMERCE,
BOMBAY, 10th September 1903.

THE UNDER-SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT, SIMLA.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 5440-S. R., dated 6th September, and to say that the Committee of the Chamber have appointed Mr. C. H. Armstrong to represent them on the small Committee under the Chairmanship of the Commissioner of Customs, which is being appointed by Government to consider the measures to be adopted to stop short-reeling of yarn in Indian mills and to frame the necessary instructions for the guidance of the Inspectors of Factories by whom prosecutions would be instituted.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

TO THE SECRETARY TO THE GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.
BOMBAY,.....1903.

SIR,—I have the honour to submit for the consideration of the Government of India, the Report of the Committee appointed under Resolution No. 5800-S.R., in the Finance and Commerce Department, dated the 24th September 1903, to consider the steps which should be taken to prevent the short-reeling of yarn. A minute of dissent by Mr. Sassoon J. David, the representative of the Bombay Mill-owners' Association, who has found himself unable to assent to all the recommendations of the Committee, is appended to the Report.

2. I have arranged that 100 copies of the Report shall be forwarded to you direct from the Government Central Press, Bombay. —I have, &c.,

J. L. JENKINS, Commissioner of Customs, Salt, Opium and Abkari.

Report of the Committee appointed under Government of India Resolution No. 5800-S. R., Finance and Commerce Department, dated September 24th, 1903, to consider and propose measures for the suppression of fraudulent short-reeling of yarns in India.

The instructions contained in paragraph 4 of the Resolution appointing our Committee direct us to draw up precise instructions as to—

(1) the procedure to be observed in instituting prosecutions,

(2) the method of testing to be employed,

(3) the manner in which machinery should be inspected, and

(4) the circumstances in which such inspection should be made and it is stated that the Government of India do not desire that legislation should be resorted to unless we consider it imperative.

2. We have prepared four drafts, A, B, C and D, which are attached to this Report, illustrating the action that is in our opinion required in order to check the practice of fraudulent short-reeling. We proceed to discuss these drafts shortly in order to explain their necessity.

DRAFT A.

3. This is an amendment to the Merchandise Marks Act. It can only be given effect to by legislation. We have not overlooked the objection of the Government of India to legislation, but we are of opinion that no measures under the existing provisions of the Merchandise Marks Act can be effective unless the Act is first amended as proposed by us. We venture to point out that by no provision of the existing law is the manufacturer or seller of Indian yarns subject to any penalty for dealing in yarns not marked with the number of the count or the name of the mill of origin. The practice at present among manufacturers is to stamp the wrappers of the bundles of yarn, as also the coverings of the bales, with these particulars. Yarn is occasionally issued from up-country mills in

loose knots or in bundles bearing no wrappers, in which cases it does not bear any indication of the count number or mill of origin. It seems to us that, if the fixing of a false count number is to be made in future the subject of criminal prosecutions, manufacturers who desired to continue the present practice of fraudulent short-reeling would merely discontinue the stamping of the bundles and bales with the count number. They would then be beyond the reach of the law regulating false trade-marks. We do not know of any provision of the Merchandise Marks Act which renders the 'make up' of a bundle of yarn equivalent to a trade-mark showing the count of the yarn contained.

4. This being the case, we have drafted a section (*vide* Draft **A**) that we propose for insertion after section 12 (1) of the Merchandise Marks Act, rendering it compulsory on all manufacturers and dealers in yarn to issue, or deal in, only such bundles or bales as have been marked conspicuously with the number of the count, the weight of the bundle, and the name of the mill of origin. We have also proposed corresponding additions to section 12 (2) to bring it in harmony with section 12 (1) as amended.

5. Further we recognize that, though it is at present not the practice to issue yarn unbundled from the mill premises, any provision of the law rendering it necessary to mark bundles with the count number would constitute an inducement to manufacturers and dealers to deal in unbundled yarn, whenever they wish to protect themselves from the consequences of short-reeling. It is clear that no indication of count can be affixed to loose knots of yarn, in whatever quantities they are sold. We understand that, inasmuch as yarn is almost entirely dealt with in bundles or bales at the present time, no hardship can be caused by prescribing that all yarn issued from the mills shall be so bundled (when it *ipso facto* becomes liable to be marked with the count), and we have embodied in the proposed amendment to section 12 of the Merchandise Marks Act (Draft **A**) clauses rendering bundling compulsory before issue from the mill premises.

6. We consider that Draft **A** constitutes the minimum legislation required if the practice of producing and dealing in short-reeled yarns is in future to render the producer and dealer subject to legal penalties.

DRAFT B.

7. Having thus established the legal liability of manufacturers and dealers for producing or dealing in short-reeled yarns, we have next prepared a notification for issue under section 16 (1) of the Merchandise Marks Act describing what should be held to constitute short-reeled yarn or yarn of false count. The provisions of this notification follow closely the lines of a similar notification already issued for the guidance of Customs Collectors in dealing with imported yarns. The difference is merely in the direction of allowing to Indian spinners a slightly wider margin between actual and indicated count than is permitted in the latter case. It appears to us that the conditions of Indian spinning render it difficult to insist on a higher standard of accuracy without unduly handicapping the industry. It is notorious that at the present time yarns are frequently placed on the Indian market which fall short of the indicated count by as much as 10 or 12 per cent., and we would aim for the present at reducing this irregularity to one quarter count on yarns below 16s, and one-half count in the case of other yarns. If this standard is attained, a great improvement will have been effected in the spinning to the interest of the purchaser. To aim at more would, we consider, in the present conditions of the industry, be an excessive demand on the resources of Indian spinners.

8. It will be observed that Draft **B** relates only to grey yarns. We are of opinion that if short-reeling is to be detected at all it must be detected before yarns reach the bleached or dyed state; otherwise the application of a test for count becomes extremely difficult, and the results of such tests, owing to the changes in length and weight that yarn undergoes during the processes of bleaching and dyeing, would fail to command confidence.

DRAFT C.

9. We have given in Draft **C.** rules regulating the procuring of samples and the testing of yarn. These rules have been framed on technical considerations and we do not propose to discuss them in this report. The allowance of 8½ per cent. allowed in rule 5 is provisional, pending experience of the results of such tests in India.

DRAFT D.

10. In this final draft we have given intructions for Inspectors regarding the institution of proceedings as desired by the Government of India. The general tenor of these instructions is to

discourage hasty action. Inspectors are directed to proceed with caution on receipt of credible information. They are required to proceed as far as possible against the manufacturer rather than against dealers. We are of opinion that this the surest way to suppress fraudulent reeling. The sellers, as a rule, are small dealers, ignorant and of limited means. Prosecutions directed against them, if successful, would undoubtedly tend to discourage the manufacture of short-reeled yarns, since dealers would be inclined to withdraw their custom from mills that supplied them with such troublesome goods. But it is clear that if no short-reeled yarn is produced none will be sold by dealers. Thus a surer way to check the sale is to proceed against the manufacturers when short-reeling is fraudulent (*vide* rule 6).

11. It has been represented to us that the seizure in retail shops of yarn in bundles stamped with incorrect count may not afford evidence of the complicity of manufacturers in the offence, owing to the comparative ease with which the covers of the bundles can be changed. In this way innocent millowners might be put to loss and annoyance by the institution of prosecutions against them in the case of yarn that had not been produced in their mills. We favour a suggestion that has been made to us that millowners should secure themselves against this risk by inserting a ticket wrapped in the centre knot of yarn, bearing the same indications as the covering of the bundle. This suggestion is being brought before the Millowners' Association for consideration. If they adopt it, the risk of millowners being involved unwittingly in prosecutions will, we believe, be very greatly reduced.

12. The Govenment of India will observe that we have omitted from these instructions all reference to the testing of machinery. We have done this deliberately. We understand that in the case of yarn intended for export to foreign ports outside India no interference with the reeling or marking of yarn is contemplated. We have exempted such yarns from inspection by rule 2 of the rules in Draft D. In these circumstances the inspection of machinery becomes useless. Were it set for short-reeling, the Inspector could not draw any inference regarding the intention of the manufacturer to commit an offence under the Merchandise Marks Act, for the yarn might be intended for export, and would certainly be so described by the millowner. If yarns for export to foreign ports outside India

are to be exempt from interference, the action of an Inspector can only be productive of result when directed against yarn bundled and marked with the count and mill of origin for sale on the local market. Action can be taken either on the mill premises after bundling or in the Indian market.

13. We have now dealt with all the points referred to us by the Government of India. We would conclude our report with the following general remarks and suggestions regarding the probable effects of the action recommended above.

It has been alleged in the course of our deliberations that the Merchandise Marks Act is not an efficient weapon for the suppression of the evil which we seek to cure, inasmuch as it involves prosecutions in the Courts, often in mofussil Courts, in which proceedings are sometimes unduly protracted, involve inconvenience to the parties, and terminate in the infliction of penalties that are quite inadequate as a deterrent. The Magistrates before whom such cases would ordinarily be tried can with difficulty appreciate the technical points involved. It has been suggested, and the suggestion has met with considerable support, that proceedings similar to those that can now be held under the Sea Customs Act would be far more efficient than the prosecutions that the Merchandise Marks Act permits. But we recognize the difficulty of applying customs to law offences committed outside ordinary customs jurisdiction. There is no precedent for such a form of legislation ; and if it be admitted that proceedings before the Courts are unduly prolonged and fail to secure the infliction of adequate penalties, we consider that a special Act for the suppression of the practice of short-reeling in Indian mills would be a more suitable measure than the legislative extension of the Customs Act to offences committed beyond customs jurisdiction. With the exception of Mr. David, the Members of the Committee would strongly recommend that all cases of this nature should be made triable by the Chief Magistrate of the place where the test is carried out.

14. We would venture to invite attention to the risk of fraudulent short-reeling continuing unchecked in the mills within the limits of Native States, and thus unfairly handicapping the production of British Indian mills. We would suggest that, in event of action

being taken in British India to suppress the practice, the Governments of the Native States concerned should be invited to co-operate in suppressing similar fraudulent practices in Native State mills by adopting the same measures.

15. Finally, we have to recommend that reasonable opportunity should be allowed to millowners to dispose of their stocks of short-reeled yarns before any action is taken against them. It would not be fair, we consider, to prosecute manufacturers or dealers for yarn short-reeled before such short-reeling was treated as an offence. We would suggest that, after the passing of any legislation of the nature contemplated in this report, a period of 6 months should be allowed for the disposal of stocks of yarn, and that no action should be taken against manufacturers or dealers in respect to yarn found on their premises during that period, if it has been manufactured before the date of the passing of such legislation.

(Sd.) J. L. JENKINS.
(„) R. E. ENTHOVEN.
(„) C. H. ARMSTRONG.
(„) S. J. DAVID.
(„) L. B. KER.
(„) L. W. HARTLEY, Secy.

BOMBAY, *October 29th*, 1903.

DRAFT A.

Proposed addition to the Merchandise Marks Act.

Insert between Section 12 (1) and Section 12 (2):—

No cotton yarn spun and reeled, or reeled, in such premises which is intended for sale in India shall be removed therefrom except in bundles of 5 or 10 lbs. weight, bearing conspicuously marked thereon the number of the count, the weight of the bundle and the name of the mill in which it has been produced; and, in the case of yarn that is both bundled and baled, without each bale being similarly marked with the count number and name of the mill of origin. No person shall sell, or expose or have in possession for sale, or for any purpose of trade or manufacture, bundles or bales of yarn manufactured in such premises unless they are so marked with the count and name of the mill of origin.

For Section 12 (2) read the following :—

If any person removes or attempts to remove any such piece-goods or yarn from any such premises without the length of each piece, or the count, weight and mill of origin of each bundle or bale, being stamped in the manner mentioned in sub-section (1) or without the yarn being bundled as prescribed in the same sub-section, or if any person sells, exposes for sale, or has in possession for any purpose of trade or manufacture yarn in bundles or bales which is not so stamped, every such piece, bundle and bale, and everything used for the packing and removal thereof shall be forfeited to His Majesty, and such person shall be punished with fine which may extend to one thousand rupees.

DRAFT **B**:

In exercise of the powers conferred by Section 16 (1) of the Merchandise Marks Act, the Governor-General in Council is pleased to direct that Criminal Courts in giving effect to the provision of the Act in respect of trade descriptions of grey cotton yarn spun and reeled and intended for sale in India shall observe the following instructions :—

A trade description of count or number, length, or weight, applied to such cotton yarn shall not be deemed false in a material respect, unless—

(*a*) the described count or number is greater or less than the actual count or number by more than 5 per cent. ; provided that the average count of the whole yarn in question is not greater or less than the prescribed count by more than one-quarter count in the case of yarn of counts below 16, and one-half count in the case of all other yarn ; or

(*b*) the average length of the whole number of hanks in a bundle is less than 840 yards by more than 2½ per cent. ; or

(*c*) in a bundle of yarn of any count under 50, described as being 10 lbs. in weight, the number of knots of 20 hanks each is not half of the number of knots of 10 hanks each is not the same as, and the number of knots of 5 hanks is not double, the described count or number of the yarn ; or

(*d*) in a bundle of yarn of any count under 50, described as being 5 lbs. in weight, the number of knots of 20 hanks each is not a quarter of the described count or number of the yarn; or

(*e*) in a bundle of yarn of any count from 50 upwards, the number of knots of 20 hanks each is not half, or the number of knots of 40 hanks each is not a quarter, when the described weight is 10 lbs., and is not a quarter or an eighth, as the case may be, when the described weight is 5 lbs. of the count or number of the yarn.

DRAFT C.

Notification under Section 20 of the Merchandise Marks Act regarding determination of character of goods by sampling.

In exercise of the powers conferred by Section 20 (1) of the Indian Merchandise Marks Act, 1889 (as amended by Act IX of 1891), the Governor-General in Council is pleased to make the following rules and orders in respect of cotton yarn manufactured in and intended or exposed for sale in India :—

1. Samples for testing shall not be taken of yarn other than in bundles or bales.

2. The least quantity taken or purchased for sample shall be five bundles, and, when the yarn is contained in bales, at least one bale shall be taken or purchased. When the yarn is not purchased the bale or bundles shall be selected at random from the yarn which it is desired to test.

3. The samples shall be securely packed and sealed and transmitted to the officer appointed to make tests in Calcutta, Bombay, Madras, Karachi or Rangoon.

4. The length of the yarn shall be tested by measurement on a wrap reel and the weight of the wrapping shall be the indication of the count.

5. The weight of the yarn shall on demand of either of the parties be ascertained after it has been fully dried, on an allowance of 8½ per cent. on the weight thus ascertained being allowed for dryage in calculating the count.

6. The test shall consist in the first instance in the measurement and ascertainment of the count of all the hanks of one bundle selected at random. The person or persons against whom it is proposed to take proceedings if the description should be found to be false (hereafter called the persons interested) shall be invited to be present in person or by agent; but if they are not present at the date and hour fixed the test shall be made in their absence.

7. If the test shows the description to be false the persons interested shall be informed of the fact and invited to be present at another test, the date and hour of which shall be communicated to them.

8. If they do not appear the first test shall be taken as *prima facie* evidence of the length, weight and count of the yarn.

9. If the persons interested appear, a second test shall be made in the same way as the first, and the average result of the two tests shall be taken as *prima facie* evidence of the length, weight and count of the yarn.

10. If at any time during the first or second test the persons interested shall profess themselves satisfied with the results, the tests need not be continued and the results obtained shall be considered conclusive evidence.

11. When proceedings are instituted in the Courts the remainder of the samples shall be kept securely under seal by the testing officer until the conclusion of the proceedings.

12. When during the course of the hearing of a case a further test is ordered by the Court it shall be carried out in accordance with the provisions of rules 4, 5 and 6 above.

DRAFT D.

Instructions for guidance of Factory Inspectors.

1. Factory Inspectors have no statutory powers or duties under the Merchandise Marks Act. In any action which they take under the Act they will virtually be in the position of private complainants.

2. It is nevertheless considered desirable that their services should as far as possible be utilised in the suppression of short-reeling of cotton yarn intended for consumption in India. Yarn intended for export to foreign ports outside India should not be examined unless and until it is exposed for sale in the local market.

3. When an Inspector has reason to suppose that the yarn of a certain mark is short-reeled, he may purchase it in the open market, but it must be noted that under the rules the yarn must be in bundles and at least 5 bundles must be purchased. The bundles should be sealed and marked for purpose of identification and transmitted to.....to be tested. If the result of the test shows that an offence has been committed, the Inspector should prefer a complaint in the Court having jurisdiction.

4. If the Inspector receives reliable information that there is short-reeled yarn intended for consumption in India either in a factory or in the market, he may prefer a complaint in the Court having jurisdiction, obtain a search warrant and having got possession of the yarn, transmit samples to.....in accordance with the rules.

5. Complaints should as far as possible be preferred against the manufacturers of the yarn rather than the sellers. It should, however, be noted that where yarn manufactured for export has been put on the local market without the connivance of the manufacturer, proceedings must necessarily be taken against the dealers alone.

6. Great caution should be observed in preferring complaints, and action should only be taken upon credible information of the existence of *fraudulent* short-reeling.

7. Only grey yarn should be made the subject of legal proceedings. Bleached and dyed yarn should neither be seized nor tested.

8 Yarn issued from a mill to be dyed and returned to the mill premises for further manufacture should not ordinarily be made the subject of prosecutions.

MR. DAVID'S NOTE OF DISSENT.

In signing the Report I think it necessary to point out that the discussion of the question has not been so general as its importance demands, and there has not been sufficient time at our disposal to

refer the matter to the general body of members of the Bombay Millowners' Association. I am not aware whether Government has also appointed similar Committees in other centres of the trade, and, if not, whether the result of our deliberations would be regarded as satisfactory and applicable everywhere. I would, therefore, respectfully recommend that both in Bombay and elsewhere the trade should be given an opportunity to report on any draft amendments and rules founded upon the recommendations now made before such draft amendments become law.

The report now submitted by the Committee provides, in the main, for as practical a solution of the question as it is at present possible to arrive at; but while saying this I think it is my duty at the same time to point out where I differ from my colleagues on the Committee, to recommend certain alterations that appear to me very desirable, and to make certain further suggestions.

I shall first deal with—

Points on which I differ from the Committee.

Draft D-4.—In the "Instructions for Guidance of Factory Inspectors," this paragraph empowers Inspectors to enter Factories with search warrants to test alleged short-reeled yarn. In my opinion this is not at all desirable, as it will create the possibility of inquisitorial intervention, and this is the unanimous opinion of the Millowners' Association. Besides, this paragraph is objectionable for other reasons as well. Instruction 2 lays down that yarn intended for export should not be examined unless and until it is exposed for sale in the local market. It will be impossible for an inspector visiting a mill to prove that yarn found therein is not intended for export; and it might be impossible for a manufacturer to prove that it was so intended. The provision would therefore be ineffectual, might give rise to abuses, and would tend to divert the activity of the Inspectors from the more troublesome but more effective procedure of detecting the offence in the open market.

I therefore think this paragraph 4 is not necessary or desirable.

Draft D, para. 10.—In the report itself the two last sentences following the words "troublesome goods" should, I consider, be deleted. It is *not* the intention that "no short-reeled yarn should be produced" but only that no short-reeled yarn should be sold in the Indian market. It cannot be assumed if no short-reeled yarn is

produced for the Indian market none will be sold in the Indian market, and there will be a substantial danger that yarn short-reeled for export will be sold in the Indian market without the knowledge and to the detriment of the manufacturer if there be a fundamental presumption that the seller of the yarn originally intended for export will not be held directly and primarily responsible. Therefore the two sentences pointed out above should be deleted.

Draft D, para. 5.—In the "Instructions for Guidance of Factory Inspectors," paragraph 5 of Draft D instructs the Factory Inspectors that "Complaints should as far as possible be preferred against the manufacturers of the yarn rather than the sellers." The principle of placing a burden upon the broadest back is a sound one so long as the burden is really appropriate to the back, but to impose a burden upon a particular back simply because it is broad and without having shown that it ought to bear the burden would be unjustifiable.

I therefore submit that the first sentence in this paragraph is objectionable.

I also respectfully recommend the following:—

Alterations.

Draft D, para. 8.—In the "Instructions for Guidance of Factory Inspectors," paragraph 8, Draft D, should, I consider, be inserted between section 12 (1) and section 12 (2) among the proposed addition to the M. M. Act so as to give its meaning the authority of law instead of leaving it to stand amongst a set of "Instructions" amenable to casual alterations.

Draft D, para. 2.—In the "Instructions for Guidance of Factory Inspectors," the second sentence of paragraph 2 should be placed in the first paragraph of Draft A in the proposed additions to the M. M. Act after the last word "Mill of origin," but preceded by the word "But."

The first sentence in this pragraph should go together with paragraph 1.

Draft B in the "Proposed addition to the M. M. Act."—There is a point of special importance to which I would draw attention in reference to Draft B, trusting the Government will see its way to modify or alter it as respectfully suggested here

It was affirmed at our meetings by my colleagues that the unit of standard was a hank, *e.g.*, if any one hank in a bundle is, on being tested, found to be of an incorrect count to an extent greater or less than the described count by 5 per cent., the whole yarn is to be condemned as falsely described. But this is not clearly stated in any part of the M. M. Act to my knowledge, and neither does paragraph 3 (*a*) of Draft B express this clearly. In order to make this clear beyond doubt this paragraph should have the words " of any one hank of a bundle " inserted between the words " or number " and " is greater " in the first line.

Para. 6 of Draft C (Notification under Section 20) explains as to what the test of a yarn consists of, but it does not say that one single hank in a knot or bundle found differing from the described count by 5 per cent., one way or the other, is enough to condemn the whole yarn in question. But I was informed by my colleagues that the law means that. If so, then I respectfully submit, on behalf of the Millowners' Association, that the law imposes on us the obligation of performing something which we find impossible. In India it would be altogether out of the question to turn out a single bale of yarn, every hank of which would, within a margin of 5 per cent., show the same count throughout. The mill operatives here are not skilled hands, and are not reliable in carrying out instructions. The labour question is giving us enough trouble to cope with, as it is, without the law requiring us to aggravate it with provisions which it is impossible to observe. Moreover, we are handicapped in the supply of our cotton which is not of a uniform quality. Wrapping reports in Bombay, giving the result of variations under the best of conditions, have shown conclusively, and to my own knowledge, that a margin of 5 per cent. difference is totally inadequate, as the variations in wrapping amount to over 10 per cent., even between one spindle and another. Moreover, with the class of operatives we have to reckon with, we cannot for a single hour be sure that single or double ends will not be spun, and in many cases a cop or a bobbin which holds a greater length than a hank may contain single or double yarn. The difference in such hanks from the standard test would be great, and, therefore, unless the average of all the hanks of one bundle is taken, the spinner will have to answer for results which he could not control. The subject has been referred to at some length in the

correspondence of the Bombay Millowners' Association with the Local Government (*vide* the Association's Report for the year 1902), and having affirmed it as my conviction that the 5 per cent. basis is impracticable, I would add that I believe it to be impossible for any mill to escape conviction under the hank tests on a 5 per cent. basis. As the intention of the Government of India is to check the practice of short-reeling and not to hamper the industry, I hope that the modification I suggest may be accepted by them. I would propose as a modification, which I believe would receive general approval in this country, that the average count of a whole bundle of yarn should form the basis of a test, in which case paragraph (*a*), Draft B, should be deleted and replaced by a paragraph to the following effect :—

> "The average count of the whole yarn in question is less than the prescribed count by one-quarter count in the case of yarn of counts below 16s, and one-half count in the case of all other yarn."

Paragraph 6, Draft C (Notification under Section 20), should then read as follows :—

> "The test shall consist in the first instance in the measurement and ascertainment of the average count of all the hanks of one bundle selected at random, etc., etc."

If Government cannot see their way to make the average count of a whole bundle the basis of a test, then the least that they can do is to take the average count of the 10 hanks comprising a knot as the basis of test. It is sincerely hoped by the whole body of members of the Millowners' Association, however, that Government will agree to let the average of the whole bundle stand as the basis. It will be noted that in the new paragraph above proposed to replace the paragraph in Draft B (*a*), no reference is made by me to the word "greater" as referring to the margin for spinning on the fine side. With reference to this I venture to point out that in order to conform to the requirements of the new rules now formulated, those who spin for local markets would prefer, for their own safety, to err on the side of spinning finer than the required count rather than coarser, and therefore no restrictions are required against this for protecting the interest of the hand-loom weaver. But, should there be any technical objection to the proposal, I

would recommend that a larger allowance should be granted on the fine side, making it permissible that the average of the whole bundle or knot should not be greater than *one* count.

Imported Yarn.

As regards the rest of the report I would only put forward the suggestion that imported yarn should be subject to the same conditions as the local product. There is reason to believe that the present customs procedure in respect of imported yarns does not prevent the importation of short-reeled yarns. There appears therefore no good reason why imported yarn found short-reeled in the Indian market should not be subject to the rules now drafted. If it is contended that imported yarn is not favoured with the same concessions as the local product in respect of count and length, I believe that it would be preferable then to allow them similar concessions and at the same time subject them to the same restrictions in actual practice, in order to compete on equal terms. It must be remembered, however, that the concession allowed to local yarn was permitted only as a matter of vital necessity, *i.e.*, as an essential set-off against conditions not existing elsewhere. Our yarn may be tested when and where and as often as it is deemed fit, while in actual practice the imported yarn, once it has passed the customs, escapes all further restrictions. This, I believe, might well be remedied and I respectfully submit the above suggestion to Government.

Conclusion.

In conclusion I would repeat that the most important points which I desire to bring to the notice of the Government on behalf of the Association are—

(*a*) The prevention of any undesirable or inquisitorial intervention on the part of Factory Inspectors.

(*b*) The deletion of the paragraph making spinners the aim of all prosecutions.

(*c*) The modification of the provision regarding the margin for the testing of the count of yarn on the finer side as recommended above.

(*d*) The placing of imported yarn on the same basis, in actual practice, as the local product.

(*c*) And last, but not least, that *most important point, viz.*, that the basis of test should be the average count of a bundle, as, for reasons already given, it would be *impossible* to conform to the rule as now formulated.

SASSOON J. DAVID.

BOMBAY, *3rd November* 1903.

P.S.—I have omitted to refer to an important point relating to the narrower margin allowed in the testing of counts below 16s in the "*alterations*" proposed by me in the rules in Draft B (*a*). I am strongly of opinion that the quarter count margin for counts below 16s is quite inadequate, as, in actual working, the difficulties in spinning coarse counts are quite as great as in the case of fine counts, and I believe it will appear a workable basis to the trade if the same margin of a half-count either way were allowed uniformly in the case of all counts even those below 16s.

SASSOON J. DAVID.

3rd November 1903.

APPENDIX UUU.

COTTON CULTIVATION.

IMPROVEMENT OF THE INDIAN STAPLE.

No. 1676 OF 1903.

NAGPUR, 25th September 1903.

From J. W. MOLLISON, ESQ., M.R.A.C., INSPECTOR-GENERAL OF AGRICULTURE IN INDIA,

To The SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—I have the honour to forward herewith copy of my note on the experiments made during 1902-03 in the improvement of Indian Cotton together with photograph illustrations in 14 plates. Extra copies of the note can be supplied. Extra copies of the photographs can only be supplied on payment.

2. Professor Gammie of the College of Science, Poona, has examined and described botanically the numerous indigenous and cross-bred varieties on the Bombay Farms. His illustrated report is being printed and will be submitted when ready.—I have, &c.,

J. W. MOLLISON,
Inspector-General of Agriculture in India.

THE IMPROVEMENT OF INDIAN COTTON, 1902-03.

This agricultural problem brings prominently into view two main features :—

Indefinite knowledge regarding indigenous varieties.

(*a*) That our knowledge regarding the agricultural characteristics and comparative values of indigenous varieties is by no means complete.

Unsuccessful introduction of exotics.

(*b*) That unsuccessful efforts have been made for many years to induce the Indian cultivator to grow exotic varieties in order that finer lint would be produced.

Experimental cultivation of 77 indigenous varieties at 8 centres.

2. In 1902 seventy-seven samples of indigenous cotton-seed bearing different vernacular names were obtained from various provinces in India. These probably represent a fairly complete collection of indigenous varieties. The seed was distributed for cultivation to two farms in Madras, two in Bombay, one in the Central Provinces, one in the Punjab, and two in Bengal.

Examination of varieties in the field and their classification.

3. The seventy-seven so-called varieties were critically examined in the field at Poona by Professor Gammie of the College of Science. He found 87 varieties in the various plots. His classification, which is tentative, is separately printed with illustrations.

Classification by Mr. Mollison.

4. On the Surat Farm in company with the Superintendent of the Farm, who was keenly interested, I went very carefully over each plot. We found that in some plots the plants were true to variety, but in many plots several varieties were found. I classified the varieties according to the following types:—

1. Broach.
2. *Bani* or *Hingangaht* { I. With yellow flowers. II. With white flowers.
3. *Jari* or *Varadi*..... { I. With yellow flowers. II. With white flowers.
4. *Jethi* or Bengal *Deshi*.
5. Red flowered.
6. *Rozi* (Gujarat perennial cotton).

Tentative classification by Professor Gammie.

5. Professor Gammie tentatively refers Nos. 1 and 4 to *Gossypium herbaceum*, No. 2 to *Gossypium indicum*, No. 3 to *Gossypium neglectum* and *Gossypium roseum* and Nos 5 and 6 to *Gossypium arboreum*.

Seed and lint from selected plants illustrated and the seed of the same plants again sown.

6. In accordance with my classification we marked selected plants in each plot. These plants represented probably over 100 different forms. The seed and lint obtained from each form is shown in 115 photograph illustrations. The photographs are

attached to this Note. Seed from the same plants which furnished the seed and lint for the illustrations has been sown again this year at Surat (Bombay) and Siripur (Bengal) in the order of my classification and the plants will be examined by Professor Gammie or other experienced Botanist to determine how many varieties actually exist.

Principal object aimed at in 1902-03.

7. The chief objects aimed at in 1902-03 in growing a large number of varieties at various centres of cultivation were :—

(*a*) to get indigenous varieties identified in the field ;

(*b*) to judge of their comparative values from an agricultural point of view by seeing them grow side by side under varying conditions of soil and climate ;

(*c*) to determine how far the characters of a variety change by moving it from one district to another ;

(*d*) to provide for cross-breeding between varieties on a larger scale than was done in the previous year with a few varieties.

Effect of varying conditions of soil and climate on indigenous varieties.

8. I have seen all the varieties growing in their own districts and also at the various centres of experimental cultivation, and it was manifest that the agricultural characters of any variety may be very much modified by moving it from one district to another, particularly when there is considerable change in the conditions of soil and climate. The modification referred to affected the habit of growth as well as the quality and value of the lint and the percentage of lint to seed.

The Broach or Surat *Deshi* cotton, which with the exception of *Bani*, is the finest, long-stapled indigenous variety, produces finer lint in the Navsari District than elsewhere in Gujarat. If this variety is grown away from the influence of the genial sea-breezes of the Surat and Broach coasts, I believe the lint deteriorates in fineness and in length of staple, but not necessarily in percentage of lint to seed or actual outturn. There may be deterioration in the lint even if the plants are healthy and well grown. The effect of acclimatization has yet to be worked out.

9. The following tabulated statement shews that the changes which have occurred under favourable conditions of growth by moving varieties to new districts in 1902-03 have been greatest in the finer stapled varieties of the Broach and *Ban* types :—

Statement exhibiting the effect of varying conditions of soil and climate.

Type.	Variety.	Grown in own District in 1901.		Grown in another District in 1902.	
		Percentage of lint to seed.	Counts of yarn for which Suitable.	Percentage of lint to seed.	Counts of yarn for which suitable.
Broach Type.	Broach Deshi	37·50	20s	42·5	10s to 12s
	Goghari	39·58	20s	41·7	10s to 12s
	Lalio (Chhárodi.)	31·60	30s	30·0	20s
	Wagad	31·25	12s to 14s	30·0	8s to 10s
	Sakálio	32·40	20s	31·5	30s
	Kanbi	33·15	16s	32·1	8s to 10s
Bani	Bani	25·7	40s	23·8	20s
Jari or Varadi.	Jari	33·30	10s	33·3	12s
	Varádi	39·29	10s	36·1	10s
	Yerrápatti	28·96	20s	28·0	12s
Jethi	Jethi	20·6	10s	19·1	16s
Rozi	Nádam	24·37	16s	21·8	12s to 16s

10. Thirteen varieties of the Broach type are illustrated in photograph I. These varieties can easily be recognized in the field. Their general characters are very similar. The plants are very much branched and therefore have a general prolific capacity. On alluvial soil the plants grow taller and more pyramidical than on black soil. *Kumpta* ripens earlier than the other varieties, but all take at least 8 months to come to maturity. They are best suited as dry crops

Indian cottons of Broach type.

for deep moisture-holding black soil. They would without irrigation dry up in average seasons before they ripen in the lighter descriptions of black soil found in Kathiawar, Khandesh, Berar, and the Central Provinces. These lands do not hold moisture after December, and irrigation, for reasons which need not here be discussed, is out of the question. The cultivators are at present forced to grow quick-maturing varieties. These unfortunately produce cotton of inferior quality. Broach cotton was grown very successfully in 1902 over a considerable area in Behar, and there the lint did not deteriorate in the first season to the same extent as occurred in some other districts. I have extensive experiments with this and other high class cottons in progress in the current season in Behar on several Indigo Concerns to test their suitability for worn-out indigo lands. The results so far are promising. It may be found that young seedlings of the Broach type will withstand the hot winds of April and May in the north of India, in which case these late-ripening varieties may prove suitable for extensive tracts under canal irrigation in the Punjab and United Provinces, where very inferior varieties are now grown. If the seed cannot be successfully sown before June the plants may in December be so affected by severe cold that growth is arrested before they come into full flower. All varieties of the Broach type did extraordinarily well at Hissar in 1902 until the December cold destroyed the flowers and foliage. It will be seen from the illustrations of lint and seed in photograph I that the Bombay varieties are superior to those of Madras, but none of the illustrations show lint as long and fine as that produced in the ordinary cultivated fields of the Navsari District, where on account of climatic conditions the best cotton of the Broach or Surat type is produced.

Indian varieties of the *Bani* type.

11. Thirty-eight illustrations on photographs II, III and IV show the lint and seed of varieties of the *Bani* type. White and yellow-flowered plants appear to be common in some varieties. It has yet to be determined whether the seed from a white-flowered plant will produce plants with white flowers. Professor Gammie reports that he has found the percentage of lint to seed in white-flowered plants in the *Bani* and *Jari* types to be higher than that from yellow-flowered plants. This is not constantly the case. My observation at present suggest that the lint from white-flowered plants, though sometimes dense and thick on the seed, is generally coarse and often

short. The photographs illustrate the extraordinary differences in length of staple found in varieties of the *Bani* type. The "Chanda cold-weather" *Bani*, yellow-flowered *Moto Mathio*, Dharwar *Nimar*, *Gangri*, *Khonkho Ocoa*, white-flowered *Majha*, and the "Cawnpore improved" varieties probably represent those of the *Bani* type which deserve special attention in aiming at improvement by selection of seed and by crossing with other indigenous varieties. The illustration of the lint and seed of *Bani* does not show such fine long fibre as that produced in the Hinganghat District, where this variety does better than elsewhere. *Bani* and the "Chanda cold-weather" variety produce in their own districts finer and longer lint than any other Indian variety. Varieties of the *Bani* type have few branches, few flowers, and are therefore not prolific. Notwithstanding these faults the value of the varieties specially mentioned in this paragraph for crossing with more vigorous growing Indian varieties will be kept fully in view. *Bani* was once extensively but is now only sparingly cultivated. The lint is known as Hinganghat cotton and has a high reputation in the trade. Such varieties as have the general characteristics of *Bani* come to maturity without exception in 5 or 6 months. They can, therefore, without irrigation be grown over wide areas. With few exceptions the percentage of lint to seed is small. It has been already noted that the lint of *Bani* is apt to deteriorate when this variety is moved from its own district, and, all things considered, the area under this variety is not likely to extend.

Varieties of the *Jari* or *Varadi* type.

12. Professor Gammie shows in his tentative classification that it is difficult to determine the origin of varieties classed under this type. Almost every variety can be grown successfully in every province under varying conditions of soil and climate and with less risk of failure and mishap than the finer Broach and *Bani* types. They ripen in 5 or 6 months and produce lint which is generally short, coarse and pure white in colour. The percentage of lint to seed is high in most varieties and very high in some. The plants are usually tall with few branches and individually are not very productive. They can, however, be left much closer together than plants of the Broach type. *Kokonada* is wrongly included in No. 5 photograph. It belongs to the *Rozi* type. The other 54 illustrations on photographs V, VI, VII and VIII show that the varieties of the *Jari* or *Varadi* type vary greatly in length of lint. The varieties which deserve most

attention for improvement by selection or by crossing with other indigenous varieties are white-flowered *Varadi*, *Hirvani*, yellow-flowered *Moto Mathio*, *Yerrapatti*, *Katil Vilayati*, yellow-flowered *Jari*, *Lasing Angangba*, *Garo Hill* and white-flowered *Deshi Hissar*.

The *Jethi* type.

13. Photograph IX illustrates three types. The *Jethi* variety of Bengal is very much like *Deshila* from the same province and *Deshi* from Sultanpur. Each of these varieties is extremely vigorous in growth, very much branched and very prolific. In Bengal *Jethi* takes ten months or longer to come to maturity. The percentage of lint to seed is very low. The lint is only suitable for the lower counts of yarn.

Red-flowered and *Rozi* types.

14. The characters of *Gossypium arboreum* prevail unmistakably in the red-flowered and *Rozi* types, the lint and seed of which is illustrated on photograph IX, and in *Kokonada*, the lint and seed of which is illustrated on photograph V.

The *Dev Kapás* and "red-flowered Navasari" are very similar. Stray perennial plants of this kind are grown near temples and in gardens in many parts of India. *Rozi* is also a perennial and is an important crop in the alluvial soils of Northern Gujarat. This and the *Nádam* and *Kokonada* varieties of Madras mature slowly. *Bagarh Siáh* ripens quickly. All are tall, well-branched, fairly fruitful plants. *Kokonada* has drab or light khakhi lint.

Scope of experiments in the current season.

15. The list of indigenous varieties as referred to in the previous paragraphs may not be complete for the whole of India. I feel certain, however, that no variety which is of special commercial importance is excluded. In the current season the various provinces will be exploited for varieties which are not included in my list. For the purpose of studying the characteristics of each indigenous variety and noting the effect of acclimatization, all varieties will be grown in small plots at several centres for some years. It is, however, necessary to get away from the experimental plot to the cultivator's field with as little delay as possible. With this object in view and for the purpose of the improvement of varieties by selection of seed and cross-breeding, many varieties can at once be discarded. This is especially the case of those grouped under the *Bani* and *Jari* types. At all the centres of experimental cultivation some varieties were very far ahead of others in vigour of

growth, prolificness and in quality and colour of lint. The information obtained has been applied in a practical way on some of the Government Farms in the current season.

It is probable that every indigenous variety has degenerated.

16. I am strongly of opinion that nearly every indigenous Indian variety has degenerated. This is, I believe, not due to exhausted soil and inferior cultivation only. Some of the most degenerate forms are found in general cultivation in the rich alluvial soils of the Indo-Gangetic Plains. The Broach and Surat Districts in the Bombay Presidency produce cotton which in almost every field is particularly true to variety. The advent of ginning factories has not tended to deteriorate quality or introduce admixture of varieties in these Districts. The reasons are easily determined. The deep black soil is naturally very fertile and this natural fertility is maintained at rather a high standard, at any rate in the Broach District, by a system of bare-fallowing which is very common. The holdings are large and a considerable proportion of each is bare-fallowed in the most thorough way every year. Cotton is grown in this area in the following year. The seed is drilled in accurately straight equidistant rows. Seed is cheap and is not spared. The seedlings come up thick and are thinned out by hand. Those which are not true to variety are removed and ultimately the strongest and healthiest seedlings are left in the rows at least 18 inches apart. This is a natural process of selection which has gone on for many years. The practical result is that the length and quality of lint is better than in the same type of cotton grown in other districts. The varieties of the Broach type of Madras are very closely allied to those of Bombay. The Madras plants are less vigorous, less productive, and are left much closer together in the rows. The percentage of seed to lint in a good crop of Broach *Deshi* varies from about 35 to 40 per cent. It varies in the varieties of the same type as grown in Madras from about 20 to 25 per cent. The continued use of the same strain of unselected seed for many generations has, I feel sure, been largely responsible for the marked deterioration of the Madras cottons of the Broach type.

Length, quality and percentage of lint improved by superior cultivation and selection of seed.

17. Our experiments have proved that the length and quality of lint and percentage of lint to seed are favourably affected by superior conditions of cultivation and by selection of seed from the most prolific plants continued from year to year. There may

be misgivings, therefore, regarding the good that may follow the distribution of improved seed in the older cotton districts of India, particularly in Madras, Berars and Central Provinces, because impoverished soil will not produce healthy vigorous plants and the quality of the cotton will rapidly deteriorate unless more liberal methods of cultivation and careful selection of seed are adopted by the cultivators. There is decided hope that such distribution among cultivators of lands commanded by cheap canal irrigation in the north of India will result in more extensive cultivation of cotton of a better class than that now produced.

Expert valuation of indigenous cottons grown at various farms in 1902-03.

18. I submitted to Mr. J. N. Tata of Bombay samples of lint of indigenous varieties grown in 1902-03 at various Farms. In the following tabulated statement the percentage of lint to seed in each variety is noted, also the province where the seed was originally obtained, and the place where grown in 1902-03. Four of Mr. Tata's cotton experts (Messrs. Maneckji Merwanji, Jeejeebhoy Ardesher Divecha, P. S. Lalcaca, and Jamnadas Mulji) have valued the samples and estimated the counts for which each sample is suitable and this is incorporated in the following tabulated statements :—

Statements showing indigenous varieties of cotton grown at various Farms, their percentage of lint to seed, expert estimate regarding value, quality and counts for which each is suitable.

Serial Number.	Type.	Name of variety.	Native of	Where grown.	Percentage of lint.	Estimated value on 2nd July 1903. Per Bombay Candy.	Counts of Yarn for which suitable.	Remarks.
						Rs.		
1	Broach Type.	Kumpta.. ..	Bombay Presidency.	Bombay Farms.	24·4	220–5	20 s	Fine class. Fair staple. Colour slightly reddish, slightly inferior in length of fibre to Kumtas grown in the district.
2		Goghari	„ ..	„ ..	41·7	215	1 s—12 s	Superfine class. Short staple, equal to Dhamangaon.
3		Broach Deshi ..	„ ..	„ ..	42·5	„	„	Same as No. 2.

Serial Number.	Type.	Name of variety.	Native of	Where grown.	Percentage of lint.	Estimated value on 2nd July 1903. Per Bombay Candy.	Counts of Yarn for which suitable.	Remarks.
						Rs.		
4	Broach Type—(contd).	Broach Deshi ..	Bombay Presidency.	Arrowah, Bengal.	33·2	240	20 s—24 s	Fine class. Good staple.
5		Lalio-Chharodi.	" ..	Bombay Farms.	33·3	255—60	30 s	Superfine class. Good in staple.
6		" " ..	" ..	Bellary Farm.	30·0	230—5	"	Barely fine class. Stained. Good staple.
7		Lalio-Kathiawar.	" ..	Bombay Farms.	34·3	245—50	30 s	Superfine class. Good staple.
8		Wagad	" ..	Bellary Farm.	36·3	225—30	12 s—16 s	Fine class. Medimum staple, equal to Yeotmal.
9		" " ..	" ..	" ..	30·0	185—90	8 s—10 s	Dull colour, short staple, equal to Bengal.
10		Sakalio	" ..	Bombay Farms.	31·5	260	30 s	Superfine class. Good staple. Very near Surat.
11		Kanbi	" ..	" ..	38·3	210	10 s—12 s	Fine class. Short staple.
12		"	" ..	Bellary Farm.	31·2	185	8 s—10 s	Dull colour. Short staple.
13		Jawari Hathi (black-seeded).	Madras Presidency.	" ..	21·9	220	30 s	Good class. Good staple, equal to Westerns.
14		" (white-seeded).	" ..	" ..	24·1	200—5	12 s—16 s	Good class. Medium staple.
15		Mungari ..	" ..	" ..	25·7	200—5	12 s—16 s	Good class. Medium staple. Very near Westerns.
16		Uppam	" ..	Bombay Farms.	30·0	205—10	12 s	Fine class. Short staple.
17		Northerns ..	" ..	" ..	24·0	220	16 s—20 s	[illegible] class. Good staple.

Serial No.	Type.	Name of variety	Native of	Where grown.	Percentage of lint.	Estimated value on 2nd July 1903. Per Bombay Candy.	Counts of Yarn for which suitable.	Remarks.
						Rs.		
18	Branch Type—(*contd.*).	Karangaunny ..	Madras Presidency.	Madras Farms.	26·1	220—5	20 s	Fine class. Good staple.
19		Kupum	,, ..	Bellary Farm.	29·6	215—20	20 s	Fine class. Good staple, but rather dull in colour.
20		Prodattur ..	,, ..	,, ..	18·9	215	20 s	Good class. Good staple. Fully equal to Westerns; rather seedy.
21		Mathio	Bombay Presidency.	Hissar Farm.	28·9	210	16 s	Fine class. Fair staple, but shorter than Bhownagar grown in the district; coarse in feel.
22		Moto Mathio ..	,, ..	,, ..	30·0	225—30	20 s	Superfine class. Good staple.
23		Bani	Central Provinces.	Bombay Farms.	25·0	245—50	40 s	Fine class. Good staple. Silky.
24	Bani Type.	,, ...	,, ..	Bellary Farm.	23·8	215	20 s	Fully good class. Fair staple. Much deteriorated; rather too soft and weak.
25		Dharwar Nimar	,, ..	Hissar Farm.	28·0	220—5	20 s	Fine class. Good staple.
26		Khonkho Ocao..	Assam ..	,, ..	31·0	225	16 s—20 s	Fine class. Good staple.
27		Gangari... ..	Central Provinces.	,, ..	30·0	210	12 s—16 s	Same as Mathio.
28		Haldia	Bengal ..	,, ..	20·0	220	16 s	Fine class. Good staple.
29		[illegible] Deshi ..	Punjab ..	,, ..	31·4	195	10 s	Fine class. Short staple.

Serial No.	Type.	Name of variety.	Native of	Where grown.	Percentage of lint.	Estimated value of No. 30-36 on 2nd July No. 37-64 on 4th July 1903, Per Bombay Candy.	Counts of Yarn for which suitable.	Remarks.
						Rs.		
30	Bani Type.—(*Contd.*)	Deshi Lyallpur.	Punjab ..	Hissar Farm.	28·9	195	10 s	Fine class. Short staple.
31		Ludhiana Deshi.	Do. ..	Do. ..	30	195—200	10 s	Same as above.
32		Hissar Deshi ..	Do. ..	Do. ..	31·2	195	Do.	Do.
33		Narma Tarihat Dera Ghazi Khan.	Do. ..	Do. ..	29·2	195	Do.	Do.
34		Deshi Rawalpindi.	Do. ..	Do. ..	27·3	195—200	Do.	Do.
35		Sathra Multan ..	Do. ..	Do. ..	26·7	195	10 s	Do.
36		Cawnpore Improved.	United Provinces.	Do. ..	28·4	210— 5	16 s	Equal to Berars.

N. B.—These samples of Broach and Bani types have, according to the places in which they have been grown, either deteriorated or improved in staple. This can be seen from the valuations in above statement, and from the counts of yarn for which each is assigned to be suitable. Care has been taken to estimate the above rates comparatively on the basis of rates ruling on the day of inspection in the market for cotton similar in quality.

37	Jari or Varadi Type.	Varadi	Bombay Presidency.	Bombay Farms.	36·1	195	10 s	Fine class. Short staple, same as Bengal.
38		Moto Mathio (white flower).	Do. ..	Do. ..	32·4	190— 5	10 s	Do. do.
39		Tifina ..	Central Provinces.	Hissar Farm.	30·5	195	10 s	Do. do.
40		Katil Vilayati ..	Do. ..	Do. ..	32·7	200	12 s	Same as above, but a little better in staple.
41		Jari	Do. ..	Do. ..	33·3	200	12 s	Do. do.
42		Won	Do. ..	Bombay Farms.	26·3	200	12 s	Same as above, but a little better in staple. Feel soft and silky.
43		Yerrapatti ..	Madras ..	Hissar Farm.	28·0	210	12 s	Fine class. Fair staple. Resembling Tinny.
44		Do. ..	Do. ..	Bellary Farm.	27·8	205— 10	16 s	Fully good. Fair staple.
45		Khonkho Chikao.	Assam ..	Hissar Farm.	34·3	195—200	10 s	Fine class. Short staple.
46		Lising Angangba.	Do. ..	Do. ..	27·0	220	20 s	Good class. Good staple. Good for dyeing.

Serial No.	Type.	Name of variety.	Native of	Where grown.	Percentage of lint.	Estimated value of No. 30-36 on 2nd July, No. 37-64 on 4th July 1903, Per Bombay Candy.	Counts of Yarn for which suitable.	Remarks.
						Rs.		
47	Jari or Varadi Type—(*contd.*)	Soru	Assam ..	Bombay Farms.	40·7	200— 5	8 s—10 s	Very coarse in feel. Superfine class. Short staple, wooly.
48		Khumma ..	Do. ..	Hissar Farm.	38·0	195—200	10 s—12 s	High class. Fair staple.
49		Bur	Do. ..	Bombay Farms.	41·3	200— 5	8 s—10 s	Same as Soru.
50		Kil	Do. ..	Hissar Farm.	38·1	200	10 s—12 s	Fine class. Fair staple.
51		Khunsa ..	Do. ..	Do. ..	36·7	200	10 s—12 s	Very near Kil.
52		Bhung	Do. ..	Bombay Farms.	41·1	200— 5	8	Same as Soru.
53		Bhogila.. ..	Bengal Presidency.	Hissar Farm.	25·6	190— 5	8 s—10 s	Fine class. Short staple.
54		Do.	Do. ..	Arrowah Bengal.	28·0	210	12 s	Barely fine class. Medium staple.
55		Bhurlia	Do. ..	Hissar Farm.	27·5	200	10 s	Fine class. Fair staple.
56		Bunwala ..	Do. ..	Do. ..	21·2	190	10 s	Fully good class. Short staple.
57		Braisa	Do. ..	Do. ..	24·8	210— 5	12 s—16 s	Fine class. Fair staple, silky, feeling soft.
58		Wootha ..	Do. ..	Do. ..	24·0	190	10 s	Fine class. Short staple.
59		Kokati	Do. ..	Bombay Farms.	14·6	180— 5	8 s—10 s	Fully good class. Short staple.
60		Khadir Delhi ..	Punjab ..	Hissar Farm.	31·6	200	10 s	Superfine class. Short staple. Feeling rough.
61		Umballa Deshi.	Do. ..	Do. ..	33·3	200	10 s	Superfine class. Same as Khadir Delhi.
62		Abaspur Deshi.	United Provinces.	Do. ..	32·5	190— 5	8 s—10 s	Fine class. Short staple.
63		Meerut Deshi ..	Do. ..	Do. ..	33·3	200	10 s	Same as Khadir Delhi. Superfine class.
64		Barkley; Ralli Brothers.	Punjab ..	Do. ..	30·0	200	10 s	Do. do.

N.B.—These samples are nearly all short-stapled and have the characteristics of *Jari* variety. Some varieties have not improved by being grown away from their own districts.

Serial No.	Type.	Name of variety.	Native of	Where grown.	Percentage of lint.	Estimated value on 4th July 1903. Per Bombay Candy.	Counts of yarn for which suitable.	Remarks.
						Rs.		
65	Jethi.	Deshila	Bengal Presidency.	Bombay Farms.	16·4	205— 10	10 s—12 s	Resembling Tinnevelly, but shorter in staple comparatively.
66	Jethi.	Jethi	Do. ..	Do. ..	19·1	220	16 s	Superfine class. Medium staple.
67	Jethi.	Do.	Do. ..	Arrowah, Bengal.	19·9	195	10 s	Fully good class. Short staple.
68	Red flowered.	Bagar Safed ..	Punjab ..	Hissar Farm.	31·4	197	10 s	Fine class. Short staple.
69	Rozi.	Nadam.. ..	Madras ..	Bombay Farms.	21·8	200— 5	12 s—16 s	Superfine class. Fair staple.
70	Rozi.	Kokonada ..	Do. ..	Kirkee Farm.	24·0	220— 5	16 s—20 s	Good class. Good staple.

Brief review of efforts made to introduce exotic varieties and their results.

19. Persistent efforts have been made for many years to introduce exotic varieties of cotton into general cultivation in various parts of India. An acclimatized American variety has been grown for over thirty years in the Dharwar District. At one time the cultivation was extensive. The area has declined of late years. The indigenous *Kumpta* is gaining ground, whereas the cultivation of the exotic is gradually declining. In many fields the *Kumpta* and exotic varieties are grown mixed. In one district (Erode) of Madras cotton of American type and locally known as "Bourbon" cotton occupies a few thousand acres, but here again the crop is not grown unmixed. "Upland Georgian" has been thoroughly acclimatized on the Nagpur Farm and in many fields in the Central Provinces a stray plant here and there can be seen, but there is no general cultivation. Several American varieties of the "Upland" type have been more or less acclimatized at the Cawnpore Farm and they have been

recommended for more general cultivation, but so far with no particular success. Native cultivators have not taken kindly to the exotic varieties, because they are, even when acclimatized, more risky to grow than ordinary indigenous varieties, being very susceptible to mishaps due to insect attack, heavy downpours of rain and such like. The acclimatization of exotics in India, moreover causes general deterioration, so that in time the lint is not so valuable as that obtained from the finer indigenous varieties. The effects of acclimatization and of unfavourable conditions of soil and climate have altered the characters of exotic cottons in other ways. In particular, deterioration has occurred in size of bolls, in size of seeds, in percentage of lint to seed and of oil in the seed.

Cultivation of exotic and indigenous varieties under same conditions.

20. In 1902-03 at each of the Farms exotics were grown under precisely the same conditions of cultivation as the indigenous varieties. The exotics included two "Upland" varieties, one of which had been acclimatized for a number of years in the Dharwar District, Bombay, and the other on the Nagpur Farm, Central Provinces, five "Upland" varieties which had been acclimatized at the Cawnpore Farm for a few years, two Egyptian varieties which had been introduced by Mr. Tata and acclimatized for two years, and twenty-seven well-known American varieties which I introduced specially for the purpose of these experiments.

Failures and successes with exotics.

21. The recently introduced American and Egyptian varieties have done badly on black soil everywhere. The plants got blighted and the leaves curled up and dried. A miserable plant, here and there, produced a boll or two. The American varieties, with irrigation, acquired a new lease of life in the fair season at Nagpur and Poona and then showed a healthier appearence of growth. The acclimatized "Upland" varieties did badly on black soil when transferred from their own districts. Twenty-seven newly introduced and five acclimatized American varieties did surprisingly well at Hissar on deep rich alluvial soil helped by irrigation. All exotics there came to maturity, on the average, as soon as the early ripening indigenous varieties. They did not therefore suffer from frost. Two acclimatized American varieties were sown extensively by Mr. MacGregor at Arrowah, Saran, Bengal. The crops were damaged by cold in December, but revived afterwards and yielded well.

Expert valuation of 7 acclimatized American varieties grown on the Farms in 1902-03.

22. I submitted to Mr. Tata, for professional opinion and valuation, samples of the lint of seven acclimatized American varieties grown on the farms in 1902-03. In the following, statement information regarding the place where grown and the percentage of lint to seed, is incorporated with Mr. Tata's report. His experts state that most of these acclimatized exotics appear to have deterioated, and that values have been determined on the basis of rates ruling in the market on the date of inspection for qualities of Indian cotton resembling them in colour and staple.

Statement showing seven acclimatized American varieties of cotton grown at various places, their percentage of lint to seed, expert estimate regarding value, quality and counts for which each is suitable.

Serial No.	Name of variety.	Place where acclimatized.	Place where grown.	Percentage of lint to seed.	Estimated value per Bombay candy.	Counts of Yarn for which suitable.	Remarks.
					Rs.		
1	Saw ginned Dharwar crop of 1902.	Dharwar (Bombay).	Hissar (Punjab).	29·7	190	10 s	Equal to fine Bengal. Short in staple, but feeling very soft.
	Saw ginned Dharwar crop of 1901.	Do. ..	Poona (Bombay).	32·5	225	20s—24 s	
2	Upland Georgian.	Nagpur, (Central Provinces).	Nagpur, (Central Provinces.).	20·7	250	30 s	Equal to Surat.
3	Upland Georgian, No. 1 variety.	Cawnpore, (United Provinces).	Hissar (Punjab).	29·2	225—230	20 s	Fine class. Staple good.
4	Upland Georgian, No. 2 variety.	Do. ..	Do. ..	29·5	260—265	30 s	Equal to Ban Hinganghat Good long staple Silky.
5	Upland Georgian, No. 3 variety.	Do. ..	Do. ..	29·7	255	24 s	A bit inferior to last.
6	Ralli Brothers' seed.	Unknown..	Arrowah (Bengal).	38·3	200—205	12 s—14 s	Fully good crop. Medium staple.
7	Khaki Lyallpur (Nankin cotton).	Lyallpur (Punjab).	Hissar ..	24·1	220	20 s	Good for warp. Medium stapled. Good for dyeing only.

Expert valuation of twenty-seven newly introduced and three acclimatized American varieties of cotton grown on Hissar Farm.

23. Samples of seed and lint of twenty-seven newly introduced and three acclimatized American varieties are illustrated in photographs X and XI. All were grown on the Hissar Farm. The lint produced in the first year from the newly introduced varieties is in many cases inferior in quality and much shorter than the produce of the same varieties as grown in America. A few varieties have, however, produced lint which is long, silky, pure in colour, and commercially very valuable. The seed of each variety is much larger than that of acclimatized American or any indigenous variety. On this account the lint could not be separated in the ordinary pattern of country hand-gin. I submitted the samples to Mr. Tata for professional opinion and valuation. I add to his experts' report the percentage of lint to seed found in each variety. The details are tabulated below :—

Statement showing twenty-seven newly introduced American varieties of cotton grown on Hissar Farm, their percentage of lint to seed, expert estimate regarding value, quality and counts for which each is suitable.

Serial No.	Name of Variety.	Percentage of lint.	Estimated value on 1st July 1903. Per Bombay Candy.	Count of Yarn for which suitable.	Remarks.
			Rs.		
1	Russel ..	37·5	270—75	40 s	Creamy white, Fine class, good long staple, strong fibre, better than Navsari.
2	Truit ..	31·1	,,	,,	Same as above, but a little better in appearance, being cleaner.
3	Mattis ..	32·38	,,	,,	Feel a bit coarse, but whiter in colour than Nos. 1 and 2, same as above.
4	Christopher ..	32·25	,,	,,	In all respects same as No. 3.
5	Chicso ..	31·3	,,	,,	,, ,, ,, 4.
6	Whittle ..	31·25	,,	,,	,, ,, ,, 5
7	W. A. Cook ..	30·77	350	60 s	Superior to the above six in every respect.
8	Boyd Prolific ..	31·1	270—5	40 s	Same as No. 2.

Serial No.	Name of variety.	Percentage of lint.	Estimated value on 1st July 1903, Per Bombay Candy.	Count of Yarn for which suitable.	Remarks.
			Rs.		
9	Roby Prolific ..	32·6	250	30 s	Inferior to all the above 8, being somewhat shorter in staple and weaker in fibre.
10	Texas Big Boll ..	30·0	325—30	60 s	Almost equal to No. 7, but a bit shorter in staple.
11	Herndon ..	31·6	270—5	40 s	Same as No. 2.
12	Jackson Limbless.	33·3	250	30 s	Equal to fine Broach.
13	Cameron ..	30·0	260—5	40 s	A little longer in staple than No. 12. Equal to Surat.
14	Dearing ..	31·4	265—70	„	Better than No. 13, being a bit whiter in colour and longer in staple.
15	Mathews Long Staple.	35·0	260—5	40 s	Equal to No. 13.
16	Texas Burr ..	30·9	„	„	Same as No. 15.
17	Gondola ..	33·3	270—5	40 s	Same as Nos. 1 and 2.
18	Texas Long Staple.	31·1	280	50 s	A bit superior to No. 17.
19	Culpepper ..	31·7	270—5	40 s	Same as Nos. 1 and 2.
20	Wise ..	34·3	„	„	
21	Braddy ..	34·3	260—5	40 s	Same as Surat.
22	King's Improved ..	32·6	250	30 s	Equal to Broach.
23	Doughty ..	29·4	400	80 s	Very good, even better than No. 7.
24	Griffin ..	25·0	„	„	Equal to No. 23.
25	Kemper County ..	31·6	270—5	40 s	Same as Nos. 1 and 2.
26	Smith's Improved.	31·4	260—5	40 s	Same as Surat. A bit shorter in staple than No. 25.
27	Dickens ..	31·3	„	„	Same as No. 26.

24. Mr. Tata's experts in a foot-note state that most of these American exotics have retained their characteristics both in colour and staple, but not in feel. Some, however, have preserved *all* their characteristics. In estimating the values the price of Surat cotton ruling in the market on the day of inspection was taken as the basis of comparison. The prices of Americans ruling on the particular day were not considered, because owing to wild speculation fluctuations from day to day have been irregular and wide.

Surat cotton taken as basis for comparison.

25. Samples of Egyptian cotton grown on the Nagpur Farm in 1901-02 and 1902-03 were submitted to Mr. Tata. His experts' valuation and other information are tabulated below :—

Expert valuation of Egyptian cottons grown on the Nagpur Farm in 1901-02 and 1902-03.

Name of variety.	Percentage of lint to seed.	Counts for which suitable.	Estimated value per Bombay Candy.
			Rs.
Abassi, 1901-02 crop	35	100s	400
„ 1902-03 „	27·8	60s	325
Metafifi, 1901-02 „	35	50s	325

26. It may be deduced from the previous paragraphs that an attempt to introduce exotic varieties of cotton on the black-soil areas of Madras, Bombay, Berars, and Central Provinces is not likely to be successful. At this stage, however, I do not think that the experiments should be definitely given up. At the same time I am convinced that real improvement of cotton in these black-soil tracts can only be obtained by improving indigenous varieties. I am, however, more sanguine regarding the adaptability of exotic varieties for the drier portions of the Indo-Gangetic Plain, where, as in Behar, the rainfall is moderate and normally well distributed, or where, as in wide areas in the United Provinces, Punjab and Sind, a deficient rainfall is supplemented by cheap canal irrigation. Deep alluvial soil which has good natural drainage is much better suited for exotic cottons than "black-cotton soil."

Dry Indo-Gangetic Plains more suitable for exotics than the black-soil.

27. If it is an established fact, as I believe, that exotics gradually deteriorate in this country, and it is proved that certain exotic varieties are suitable for general cultivation in the North of India or any other tract, the deterioration can probably be arrested and possible improvement effected in acclimatized varieties by cross-fertilization. The "Upland" varieties of Nagpur and Dharwar were crossed in 1902-03 with newly imported American varieties. This line of experiment will be elaborated in the current season.

Possibility of arresting deterioration in exotics.

28. In November 1901 on the Poona and Surat Farms I began experiments in cross-breeding with a few indigenous varieties. The results which have been obtained prove that new vigorous varieties can be produced by artificial cross-fertilization. At Poona we dealt with the following varieties:—Broach *Deshi*, *Goghári*, *Kumpta*, Dharwar, American, *Varádi* of Khandesh and *Kil* of Assam; at Surat with Broach, *Deshi*, *Goghári*, *Varádi* of Khandesh and *Fari* of the Central Provinces. The manipulation necessary for artificial cross-fertilization is very simple, as the flowers of cotton are large. A *Mali* or native fieldworker of ordinary intelligence having deft fingers can be taught to do the work in a very little time. It is, however, desirable to have the work done by agricultural apprentices or trained fieldmen who are fairly educated.

Cross-fertilization experiments at Poona and Surat.

29. Professor Gammie, in an illustrated note which is separately printed, has very carefully worked out the botanical characters of the crosses obtained at Poona. He has watched and to a considerable extent guided the experimental work there from the start. I submitted to Mr. J. N. Tata for professional opinion and valuation samples of lint obtained from the most prolific and promising of the Poona crosses. The report is appended to professor Gammie's note. It shows that some of the Poona crosses have produced lint of exceptional quality.

Encouraging results obtained.

30. In crossing varieties of the Broach type *inter se* no particularly noticeable alteration of characters was observable, excepting—

Crosses between varieties of Broach type.

(*a*) that increased vigour of growth was shown;

(*b*) that the earlier maturity and numerous flowers of the *Kumpta* variety were clearly present in the crosses between this variety and Broach *Deshi* and *Goghári*;

(*c*) that plants grown from the seed of a single cross-fertilized boll were variable in productiveness, some being very productive, a few being nearly barren ;

(*d*) that the percentage of lint to seed was low when the *Kumpta* variety was one parent. The lint of these crosses was, however, finer than that of those between *Goghári* and Broach *Deshi* varieties.

Crosses between certain types gave unsatisfactory results.

31. The crosses obtained at Poona and Surat between varieties of the *Jari* type (*Varádi*, Nagpur *Garo Hill*, and *Jari* varieties) were not in my opinion of any practical value. The plants were not productive and the lint no better than that of either parent. The crosses obtained from Dharwar American as one parent were likewise unsatisfactory.

Very satisfactory results obtained by crossing varieties of the Broach and *Jari* types.

32. The crosses got from varieties of the Broach and *Jari* types were more interesting and more instructive. It has been established that the first effect is great variation. The plants produced from seeds of single boll showed in some cases considerable variation. Some plants had promising characteristics, whilst others, similarly bred, grew chiefly to wood, and leaves with little fruitfulness. In almost every instance increased vigour of growth was clearly exhibited. The cross between the Broach type as male and the *Jari* type as female parent was characteristically different from the cross between the Broach type as female parent and the *Fari* type as male. The outstanding and most valuable results from an agricultural point of view, are—

(*a*) that selected crosses mature nearly as quickly as inferior varieties of the *Jari* type ;

(*b*) that for this reason they may be found suitable for districts where the normal character of the season has hitherto been only suitable for inferior quick ripening varieties ;

(*c*) that they inherit a good deal of the branching habit of growth and productiveness of varieties of the Broach types;

(*d*) that in those crosses specially selected for future cultivation the percentage of lint to seed is quite satisfactory and the quality of the lint is superior to that of any variety of Broach type, and of course very much superior to any variety of *Jari* type.

33. I believe that the most promising crosses which were grown at the Surat Farm produced lint which was finer and commercially more valuable than that produced by the best plants at Poona. In some measure, I attribute this to the proximity of Surat to the sea and the ameliorating influence of soft sea-breezes.

Surat crosses superior to Poona crosses.

34. Small samples of the lint obtained from the Surat crosses which are illustrated in photographs XII, XIII and XIV were sent to Mr. Tata for professional opinion and valuation. Each sample was collected from a single plant. His cotton experts report as follows:—

The opinion of Mr. Tata's experts on the lint of Surat crosses.

"*Report on samples of lint from cross-bred cotton plants grown on the Surat Government Farm in* 1902-03.

"1. Nagpur (*Jari*) + Broach *Deshi* = 10 samples; all are nearly alike in colour and staple except Nos. 2 and 10, which are silky and better in staple than the rest. These crosses show much improvement in staple, if by Nagpur is meant the *Jari* cotton of the Nagpur District.

"It is very difficult to estimate values from such small samples, which are all clean. However, they may be estimated at about the price of Broach; while Nos. 2 and 10 at about the price of Navsari.

"2. Broach *Deshi* + Nagpur (*Jari*) = 18 samples. Of these Nos. 5, 6, 8, 15, 16 and 17 are superior in length of staple to the others. Same remarks apply to these as to No. 1 crosses. The superior class may be estimated at Rs. 280 per candy and the ordinary at Rs. 250 per candy.

"3. *Goghari* + Nagpur (*Jari*) = 18 samples. Of these one, No. 9*a*, is the best of the lot. Nos. 1, 3, 4, 5, 7, 8, 9, 12, and 13 are better than the rest. The lint is in no way deteriorated by Nagpur *Jari* cross. Value about the price of Surat for the superior ones and of Broach for the rest. It is very difficult to ascertain value of sample No. 9*a*, it being so very small."

35. In 1902-03 the experiments in cross-breeding were more comprehensive than in the first season. The 1903-04 results will not be known until the crossed crops ripen in the current season. The best types of late and early ripening indigenous varieties have been crossed and the values of exotics for cross-fertilization purposes has been kept in view. I recommend that no attempt be made to extend cultivation beyond small Demonstration Farms until it is absolutely proved that superior varieties which can be grown without risk have been produced. We need practical fieldmen in every Province to conscientiously supervise the work and more men of Professor Gammie's experience in each Province to direct it. Its success will depend upon such provision being made. When we have made headway to this extent, the establishment of seed farms in every cotton-growing district will have to be dealt with. Meantime, I believe, we are on "the right rails" and there are hopeful signs that the improvement of Indian cotton is easily possible by *working from within*.

1902-03 experiments were more elaborate than those of previous year. Plans for future work.

36. I have to acknowledge the excellent work done by Professor Gammie and by Mr. Kelkar and Mr. Kulkarni, the Superintendents of the Poona and Surat Farms. The Bombay Presidency is a year ahead of other Provinces in the improvement of cotton by cross-fertilization. The work has, however, been enthusiastically taken up in other Provinces.

Acknowledging excellent work.

J. W. MOLLISON,
Inspector-General of Agriculture in India.

NAGPUR:
15th August 1903.

CHAMBER OF COMMERCE,
BOMBAY, 2nd October 1903.

THE INSPECTOR-GENERAL OF AGRICULTURE IN INDIA, NAGPUR.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 1676, dated the 25th September, enclosing a copy of your valuable note upon the experiments made during 1902-03 on the improvement of Indian Cotton, together with

photograph illustrations of samples. This note is being read by my Committee with the greatest interest; but in order that it may be studied with the attention it deserves, I am to beg that you will be good enough to furnish me with 10 extra copies, together with 6 other sets of photographs which will, of course, be paid for on receipt of your debit note for the same.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 14th October 1903.

THE SECRETARY, BOMBAY MILLOWNERS' ASSOCIATION, BOMBAY.

DEAR SIR,—I am directed by the Committee of the Chamber of Commerce to hand you herewith a copy of a memorandum recently received from the Inspector-General of Agriculture on the subject of experiments in cotton cultivation. I am also to enclose for favour of return when done with a set of the photographs referred to therein. I am informed that copies of this memo. and of the photographs can be obtained from the Inspector-General of Agriculture. A small charge is, the Committee understand, made for the photographs.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

MILLOWNERS' ASSOCIATION,
BOMBAY, 14th November 1903.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—I am directed by the Committee of the Bombay Millowners' Association to acknowledge the receipt of your letter of the 14th October and to thank you for the copy of the Memorandum of the Inspector-General of Agriculture on the subject of experiments in cotton cultivation and for a set of cotton photographs, both of which are returned herewith as requested.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX VVV.

CULTIVATION OF GROUNDNUT SEED.

CHAMBER OF COMMERCE,
BOMBAY, 4th May 1903.

THE DIRECTOR OF LAND RECORDS AND AGRICULTURE, BOMBAY,
POONA.

SIR,—With reference to the correspondence lasting some years and ending with your letter of the 3rd February 1902, on the subject of the continuous decline in exports of groundnuts from Bombay, the degeneracy of the seed, and such efforts as have been made by Government to obtain a better yield, I now have the honour, under the instructions of the Committee of the Bombay Chamber of Commerce, to draw your attention again to the very serious position of this trade at the present time. In my letter of the 21st December 1900 I gave statistics of the Bombay Exports of groundnuts up to end 1899-1900. I now have the honour to append a note of the exports during the last three years :—

1900-01	...	...	...	2,325	tons.
1901-02	...	...	...	4,676	„
1902-03	...	...	...	2,890	„

With this may be compared the figures for the following years :—

1891-92	...	...	...	53,355	tons.
1892-93	...	...	...	55,036	„
1893-94	...	...	...	53,223	„
1894-95	...	...	...	78,488	„

Since that time the decline has been continuous.

The gravity of these figures has been more than once set forth. My Committee have repeatedly urged that steps be taken to procure an adequate supply of good foreign seed for distribution to cultivators ; and in my letter of the 17th January 1902 I had the honour to convey to you the offer of a member of the Chamber to procure for Government such a supply as might be expected to bring about an improvement similar to that observed in the Pondicherry crop.

I am now instructed to say that, through the courtesy of the firm in question, the Chamber is enabled to renew this offer; and in doing so they would urge that a decision be come to in time for the arrival of the seed on the ground before the ensuing season.

I am directed to say that while the Committee will, of course, be interested to hear of any conclusive results obtained from the experimental cultivation of imported seed by your Department, they conceive that the present position of the trade renders delay most undesirable and confirms the view I had the honour to submit in my letter of the 31st January 1901 "that the improvement shown elsewhere "with imported seed has been such as to leave a large margin for "local variations, and that the present position of the cultivation is "such that it would be better to import and distribute such seed as "has already succeeded than to wait the result of experiments which "may possibly show yet another seed to be slightly better."—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 2863—A OF 1903.

POONA, 27th June, 1903.

FROM THE DIRECTOR OF LAND RECORDS AND AGRICULTURE, BOMBAY,

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—I have the honour to thank you for your letter, dated 4th ultimo, and in particular for the offer which it contains from a member of the Chamber to procure the importation of foreign groundnut seed.

In reply I enclose a report from the Deputy Director of Agriculture.

You will observe that the decline of groundnut cultivation has continued and still continues to engage the earnest attention of the Department. The results obtained from the cultivation of numerous varieties of foreign seed have not, however, yet been so successful as to justify the Department in recommending such seed to cultivators as proof against disease, or in effecting its distribution on a considerable scale.—I have, &c.,

H. S. LAWRENCE, Director of Land Records and Agriculture.

Extract from the Report from the Deputy Director of Agriculture, referred to in the Director of Land Records and Agriculture's No. 2863-*A., dated* 27*th June* 1903.

"The Committee of the Bombay Chamber of Commerce recommended the distribution of the seed which is said to have improved the yield of the crop in Madras. We have already tried that seed in addition to others. I have no definite figures at hand to show how far the imported variety has had the effect of improving the groundnut trade of Madras. But the opinion as to the success of the imported seed seems to be divided as the following extracts from Volume II, Bulletin No. 37 of 1899, issued by the Department of Land Records and Agriculture, Madras, will show :—

"Messrs. Parry & Co., who were greatly interested in the groundnut trade, took up the question seriously, and thought that, by the introduction of foreign seed, the industry might be revived. Accordingly, five years ago, they introduced the Mauritius variety which showed good results in the first year of its cultivation. The ryots eagerly took to the Mauritius groundnut and gave up entirely the indigenous variety. But owing to the exhausted condition of the soil, diseases soon appeared and the harvests for the last three years have been very bad. Last year a great portion of the area under groundnut was seriously affected by pests of various sorts.

"The point raised by Sir W. T. Thiselton Dyer that the decline in the groundnut industry is due to the exhaustion of the soil, was fully established from the ryots' own standpoint by the statements given above. Messrs. Symson & Co. practically suggest two methods (1) the introduction of foreign seeds, and (2) the application of special manures. The introduction of the foreign seed is always desirable, but there is the danger of the exotic seed becoming degenerated in a short time when placed in an exhausted soil. This has been fully proved by the groundnut industry in South Arcot District, where, in the majority of cases for the last three years, the variety grown was Mauritius but which suffered equally or even worse than the indigenous variety. Last year the Mauritius groundnut obtained from Paurati, through Messrs. Parry & Co., was cultivated at the farm and was subject to pests that were common in South Arcot District. Some of the most destructive of these pests were unknown at the farm. The inference to be drawn is that the seed, at any rate in some cases, has the germ of the disease in it."

The conditions under which groundnut is grown in the Madras and Bombay Presidencies are quite different. In the former place groundnut is the most important crop of the year, so much so that the cultivators have been induced to grow it year after year in some fields. With us, however, it is a crop grown in rotation in irrigated and unirrigated fields, and although it has been a paying crop, it is not generally the principal or the rent paying crop of the rotation.

The decline of the groundnut trade since 1896-97 may be attributed to restricted areas and reduced outturn consequent upon unfavourable seasons. The larger use of groundnut in the manufacture of oil for local consumption to supplement the reduced yield of the usual oil-seeds has also diminished the exports. The exports of such exportable products as wheat and linseed have also similarly declined during this period.

Another important reason of the decline in the area of groundnut is the appearance of the fungoid disease called Tika which has disheartened the cultivators. With the advent of favourable seasons the disease might disappear or its attack might cause less damage. This disease is quite different from the diseases which attack the crop in Madras. We hope that the imported seed (including the exotic seeds obtained from Pondicherry) would be immune from the fungoid disease; but we have been disappointed. The disease attacks the imported seed equally as the indigenous variety. We have distributed the foreign seeds in several talukas during the last two years, but there has not been a further call from any of the cultivators for them. It is admitted that the foreign varieties grow more vigorously, but on account of the attack of the disease the yield is not so superior as to create a demand for it. The foreign seeds were obtained from Pondicherry (Mauritius variety), Japan and America but none of them have proved to be immune from the disease. Under the circumstances, our only course is to study the disease and try to find a remedy for it. Dr. Butler, the Cryptogamic Botanist, has taken up the subject since the last year and some plots will be grown this year at the Poona farm under his immediate direction. If a cheap and effective mixture can be discovered which will destroy the disease on the growing crop, there will be a hope of reviving the trade, otherwise I am afraid some other crop which suits the cultivators will take its place. The disease attacks either early or late in

the season. If it attacks the crop late, that is after the pods are formed, the yield is not much affected. At the Surat farm it attacked the crop in the first year 1901-02. But in the following year the crop was free from it. At Poona and Manjri farms, however, the disease appeared during both the years and with great virulence the second year. If the yield of the crop cannot be relied upon owing to the attack of the disease, the cultivators will not grow it especially as it is an expensive crop to grow. The foreign seeds were distributed among the cultivators of several talukas for the last two years, but we have not received any call for fresh seed which shows that the cultivators do not value the foreign seed although it is sold to them at a nominal price. Full particulars about the foreign varieties are given in paras. 25 to 31 of the Deputy Director of Agriculture's report for 1901-02.—I have, etc.

APPENDIX WWW.

EGYPTIAN GOVERNMENT CONTRACTS.

No. 1218 OF 1903.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 7th March 1903.

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—In continuation of my letter No. 6426, dated the 20th November 1902, I am directed to forward herewith copy of a despatch from Lord Cromer to His Majesty's Secretary of State for India, No. 3, dated the 3rd January 1903, regarding the requirements of the Indian Chambers of Commerce in respect to Egyptian tenders, and to request that the Chamber of Commerce may be moved to supply the further information required by the Egyptian Government.—I have, &c.,

A. M. T. JACKSON, Acting Secretary to Government.

No. 3, COMMERCIAL,
CAIRO, January 3rd, 1903.

MY LORD,—With reference to Your Lordship's despatch No. 68 in this series of the 2nd ultimo, I have the honour to state that it would be desirable that I should be informed in some further detail as to the requirements of the Indian Chambers of Commerce in respect to Egyptian tenders.

If it would be sufficient for these bodies to receive the tri-weekly issues of the Egyptian *Journal Official* (which are now forwarded by me to the Commercial Department of the Foreign Office, the Board of Trade, and the *Contract Journal*), the matter can be easily arranged, and copies could be sent to Bombay, Calcutta and Madras, if desired. But if complete *Cahiers de Charges* such as are now from time to time sent to Your Lordship by His Majesty's Consulate in Cairo, are required, it will be necessary to address the Egyptian Government on the subject, as only a limited number of

these *Cahiers* are now produced, and these are sold to applicants who state their intention of tendering for any specific contract. It would thus be scarcely possible to supply more than one Chamber with these papers.

I should be glad to learn the wishes of the India Authorities as to the course to be pursued.—I have, &c.,

CROMER.

THE MARQUESS OF LANSDOWNE, K. G., &c., &c., &c.

CHAMBER OF COMMERCE,
BOMBAY, 19th March 1903.

THE ACTING SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT, BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 1218, dated 7th instant, with a copy of a despatch from Lord Cromer to His Majesty's Secretary of State for India on the subject of the request that the Indian Chambers of Commerce might be furnished with the papers relating to tenders called for by the Egyptian Government. I am to say that the *Journal Official* would not give such full particulars as would enable an Indian merchant to tender for an Egyptian contract and that it would in most cases arrive too late to admit of the timely procuration of the *Cahiers de Charges*. It would probably, therefore, be necessary that the *Cahiers de Charges* should be furnished and they hope that His Majesty's Secretary of State for India may find it possible to arrange that this should be done.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 2563 OF 1903.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 14th May 1903.

TO THE SECRETARY TO THE CHAMBER OF COMMERCE, BOMBAY.

SIR,—With reference to the correspondence ending with your letter of the 19th March 1903, I am directed to forward, herewith, copy of a letter from the Government of India, No. 2242-S.R., dated the 28th April 1903, regarding the requirements of the Indian

Chambers of Commerce in respect to Egyptian tenders, and to request that the Chamber of Commerce may be moved to supply the information asked for by the Government of India after consultation with other Indian Chambers of Commerce.—I have, &c.,

A. M. T. JACKSON, Acting Secretary to Government.

No. 2242-S. R.

GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT,
SIMLA, the 28th April 1903.

From R. A. MANT, Esq., I.C.S., UNDER-SECY. TO THE GOVT. OF INDIA,
To THE SECRETARY TO THE GOVT. OF BOMBAY, GENERAL DEPT.

SIR,—I am directed to acknowledge the receipt of your letter No. 1720, dated the 31st March 1903, with which you forward a copy of a letter from the Chamber of Commerce, Bombay, giving further information regarding the requirements of the Indian Chambers of Commerce in respect to Egyptian tenders. The Chamber observes that the *Journal Official* would not give such full particulars as would enable an Indian merchant to tender for an Egyptian contract, and that it would, in most cases, arrive too late to admit of the timely procuration of the *Cahiers de Charges* and that it would probably, therefore, be necessary that the latter should be furnished.

2. I am to say that as the *Cahiers de Charges* are sold by the Egyptian Government to applicants who state their intention of tendering for any specific contract, the Government of India do not see their way to asking that the documents shall be supplied free of charge to Indian Chambers of Commerce. If, however, the Chambers are prepared to pay for the *Cahiers de Charges* arrangements can doubtless be made for their prompt transmission to India.

3. I am accordingly to request that the Bombay Chamber of Commerce may be asked whether they are willing to meet any charges that may be made by the Egyptian Government for the supply of the *Cahiers de Charges*. It also appears desirable to ascertain what classes of tenders are likely to be sent from India;

and I am to ask that the Bombay Chamber may be moved to communicate with any other Indian Chambers of Commerce which may be interested in the subject, and to submit joint proposals to Government.—I have, &c.,

R. A. MANT, Under-Secy. to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, 20th May 1903.

THE SECRETARY TO THE GOVERNMENT, GENERAL DEPARTMENT,
BOMBAY.

SIR,—Under the instructions of the Committee of the Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 2563, dated the 14th instant, with copy of a letter from the Government of India, regarding the request made for the procuration of the *Cahiers de Charges* relating to Egyptian Contracts.

2. I am to tender the best thanks of the Committee for the attention paid by Government to the matter and for the information given. From that information it appears that the cost of obtaining all the *Cahiers* would be considerable; and since it would be most difficult to select special classes of tenders as suggested, the Committee do not feel justified, in the face of the facts stated by the Government of India, in pressing Government to incur that cost.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX XXX.

COMMERCIAL EDUCATION.

Proposed Modification of Syllabus.

No. 3748 of 1903-04.

Poona Office of the Director of Public Instruction,
27th July 1903.

To The Secretary, Chamber of Commerce, Bombay.

Sir,—I have the honour to forward herewith a copy of a letter, received from the Secretary to Government, Educational Department, and to state that in accordance with the instructions contained therein, I asked the Principal, Elphinstone High School, to communicate with you and other persons interested in Commercial Examination, and to prepare a draft scheme for an examination in Commercial subjects which would be suitable at once to the natives of India, and to the employers of labour in a mercantile city like Bombay.

2. I append, for the consideration of the Chamber, a scheme prepared by Mr. Marsh Hesketh, Principal, Elphinstone High School, and would point out that Mr. Hesketh proposes as part of his scheme that there should be a preliminary or test examination in such subjects as English, Mathematics, and History and Geography, with French or German, or Elementary Science, or Physiography, as alternative optional subjects. When a candidate had obtained such a certificate he would under Mr. Hesketh's scheme prepare for an examination in strictly Commercial subjects and this preparation could be carried out either by attendance at a purely commercial day school or by attendance at night classes if the student was already employed in an office.

3. I may state for the information of the Chamber that it is proposed that Government in the Educational Department, should take over from the University of Bombay the conduct of the present University School Final Examination and in all probability

this examination will in the future be held by the Department for all classes of schools in the Presidency. It will be the object of the Department to make it a thoroughly useful and practical examination and one of the main points to which attention will be directed will be the thorough testing of the candidate in English and Mathematics.

4. I think, therefore, that, as suggested by Mr. Hesketh, the place of his proposed preliminary examination may be supplied by the School Final Examination when that is conducted by the Department. It does not appear necessary to ask for any special opinion as to this examination from the Chamber of Commerce.

5. Government and the Educational Department require *advice as to the purely commercial subjects* which would be usefully learnt by a student, who looked forward to obtaining his livelihood in Bombay and other cities of the Presidency, such as Karachi and Ahmedabad, either as a *man engaged in foreign trade*, or as a subordinate or clerk in a Merchants' Office, Bank or house of business.

6. I attach to this report the Senior and Junior Schemes of the London Chamber of Commerce examination and also forward a number of Examination papers set in the Examination held in 1903. It is obvious that for Bombay a large number of the subjects included in the senior scheme (see pages 6 and 7) are such as would be practically useless. I doubt whether any employer would desire that his clerks should have a knowledge of such subjects as Latin, Chemistry, Physics, Geology, Botany, Zoology, the use of the microscope or Photography. These may be all required in England but in Bombay, we are not so far advanced and for the present at all events, our attention should be confined to such subjects as are likely to be immediately useful.

7. Mr. Hesketh's suggestions on this point are detailed in clause C of his letter. I should be much obliged if the Chamber could give me an opinion as to whether the list detailed by him is sufficient and complete, or whether they would like it to be curtailed or enlarged by the addition of other subjects. Further, whether, in the opinion of the Chamber, it would be advisable that students should prepare for examination in all these subjects at once or should be allowed to qualify in any given subject at different examinations.

8. It is proposed that the examination in such subjects should be held by the London Chamber of Commerce annually, but that special papers should be prepared for the examination for this Presidency and that the examination should be held at a convenient time in the cold weather and not, as at present, in the month of May. It is presumed that it would be difficult, under present circumstances, to arrange for a Commercial examination to be conducted by Bombay examiners, and it is also felt that the certificate of the London Chamber of Commerce has a wide value which should be generally recognised, and which would not attach to the certificate issued by a body of local examiners.

9. The opinion of the Bombay Chamber as to the feasibility and desirability of the examination suggested in para. 8 above, would be welcomed by Government, and I may add, that should the members of the Chamber desire to discuss the whole question with me, I should be ready at any time to meet them or a deputed Committee to whom the consideration of the question may be entrusted. The objects which Government wish to secure if possible are the encouragement of Commercial Education generally and the provision of such a test as will secure at once efficiency in the candidates for employment and the consequent supply of more capable and intelligent subordinates in the various offices of the City of Bombay.—I have, &c.,

E. GILES, Director of Public Instruction.

No. 781 OF 1903.

EDUCATIONAL DEPARTMENT,
BOMBAY CASTLE, 28th April 1903.

To THE DIRECTOR OF PUBLIC INSTRUCTION.

SIR,—With reference to Government Resolutions No. 1074, dated 2nd July 1901, and No. 189, dated 30th January 1903, I am directed to state that the full scheme for the London Chamber of Commerce provides for a complete commercial education with compulsory and optional subjects, whereas the examinations, hitherto held at the Elphinstone High School, have been confined to certain subjects only. His Excellency the Governor in Council is of opinion that the time has arrived for providing for a complete commercial education suited to the circumstances of this country. The course

of the London Chamber of Commerce Examination is intended to meet the requirements of England and needs a good deal of modification to make it suitable for this country. In these circumstances, I am to request that you will put yourself into communication with the local Chamber of Commerce who have interested* themselves in this matter and with the Manager of the Byramjee Jejeebhoy Parsi Charitable Institution and submit a scheme adapted to the needs of Indian students for the approval of Government. Copy of a letter from the Government of Bengal, No. 1173, dated 24th March 1903, on the subject is herewith forwarded.—I have, etc.,

A. M. T. JACKSON, Acting Secretary to Government.

COMMERCIAL EXAMINATION.

Before drawing up a scheme for modifying the examination of the London County Council to suit the special requirements of India, I venture to discuss one point in connection with commercial education, *viz.*, the class for which it is proposed to provide. Is it the clerk or the embryo merchant?

At present the number of merchants is probably not sufficiently great to warrant special examinations being instituted for them, and it hardly seems logical to hold special examination in the hope that a few boys may afterwards take to trade instead of to one of the professions.

A steadily increasing crowd of young men is annually turned out from the High Schools. A considerable proportion go up to the University, many of these ultimately joining the over-crowded ranks of the legal profession. The great majority of those who do not enter one of the learned professions drift into offices and settle down to the steady routine of a clerk's work. My experience goes to show that, as a rule, an able boy succeeds in getting to the University, and if a boy has reached the higher standards of a High School, failure to pass Matriculation is the chief cause of his giving up the idea of continuing his education. I think I am justified in saying that at present it is only the inferior boys who

* *Vide* their letter, dated 29th May 1901, and the Government reply thereto, copies of which are enclosed.

become clerks. Incidentally I may point out that the same appears to be the case in Madras. Mr. Aiyer, in his lecture on "Higher Commercial Education," says—

> "The Commercial Schools of Madras fail to attract bright students, as it is only when a student is considered unfit for a University course that he is sent to a Commercial School, and the consequence is that he is unable to benefit by a course of instruction in higher commercial subjects."

The following scheme is designed with the idea of producing the best type of clerk from the material provided. At the same time I think the training necessary to pass these examinations would be very useful to a young man who intended to become a merchant, although in this case the time devoted to his general education should be longer.

The education of a clerk may be divided under three heads :—

(*a*) General education.
(*b*) Preliminary training of a special kind.
(*c*) Special training.

(*a*) There is no reason why up to Standard VI differentiation should be made, and if a boy passes this standard he may be considered to have a fair general education.

(*b*) The boy should now be prepared for a special examination, equal in difficulty to Matriculation, and more of the nature of the School Final. It would be simpler than Matriculation, inasmuch as the number of subjects would be smaller, but a Higher Standard would be necessary. Greater attention could be paid to English, the stumbling block of candidates for Matriculation. Passing in Handwriting and Spelling should be compulsory. I understand that in the future the School Final Examination will be conducted by the Educational Department, and that some changes in the syllabus may be made. It would then probably take the place of the special examination I propose. I see no reason why the subjects mentioned in the following roughly outlined syllabus should not be efficiently taught in High Schools.

Again, if it can be brought about that the School Final shall cease to be the refuge for those who fail at Matriculation, the difficulty referred to above that only inferior boys choose a commercial career will be solved.

At this year's examination for London Chamber of Commerce certificates, I noticed that there were several English and Eurasian candidates holding good appointments in public offices. Although such men must have received a good preliminary education they might be disposed to give up the idea of taking the purely commercial subject if they had first to pass a preliminary examination. One or two of them were men about thirty. It might, therefore, be well to accept other recognized examinations as equivalent to the examination proposed.

The subjects of the examination would be—

I.—ENGLISH.

A more practical and colloquial knowledge must be demanded from candidates. I would not attempt to teach English Literature as Literature. The books prescribed should be thoroughly modern and written in a simple and straightforward style. Poetry might either be omitted or treated as of secondary importance.

I would advocate précis-writing or something of that nature as a substitute for the English Essay on an abstract subject. I have found generally that Indian students are very deficient in the power of picking out the points of importance in a subject.

The boy should be taught also to write simple official letters, such as an application for an appointment. The recondite points of grammar which appear in University papers might, with advantage, be dispensed with. In short, English should be treated as essentially a written and spoken language.

II.—MATHEMATICS.

(*a*) *Commercial and General Arithmetic.*—A very good paper is set by the London Chamber of Commerce in the junior examination in this subject. Special attention should be paid to—

Decimals and the Metric System, Abbreviated Methods, Approximation and possibly Mental Arithmetic and what are known as Tots.

(*b*) Formal Algebra and Euclid might be omitted. I am not sure, however, whether a simple examination in practical Geometry and practical Mensuration might not be substituted. The tendency in England appears to be to replace Euclid or rather to lead up to Euclid in this way.

III.—History and Geography.

These subjects might be treated from a commercial point of view. I do not think that a suitable text-book on the Commercial History and Geography of India is available.

IV.—Optional Subject.

(*a*) French or German.

(*b*) Elementary Science or Elementary Physiography.

I am not at all sure that the three compulsory subjects are not sufficient. A boy would, I take it, have to give up the study of the vernacular after passing the VI Standard and a classical language would be of no practical use to him. It is doubtful whether a smattering of French or German would be worth much, and a boy could not get a sound knowledge of either language without devoting much time to it. A great deal may be said in favour of Elementary science; if properly taught, it improves a boy's reasoning power, and shows him the scientific way of attacking a problem.

I have omitted purely Commercial Subjects, such as Book-keeping, as I am of opinion that the study of these subjects can only be advantageously carried on side by side with practical training in an office.

Objections may be raised to the way in which I have cut down the number of subjects to be studied in Standard VII. I think it is a pity to aim at giving a boy intended for an office too elaborate a general education. All the time available is wanted for the subjects recognized as absolutely necessary. The ordinary English Clerk has received his education at a Board School, and knows little beyond reading, writing and arithmetic, but in these he has been thoroughly grounded.

In India, it must be remembered that a boy has in addition to learn and to use a foreign tongue.

A boy who has successfully passed an examination on the above lines might be given a certificate and the Bombay Chamber of Commerce might recognize such certificates, provided a sufficiently high standard was maintained. Special facilities for learning their work might be given in offices to boys holding this certificate for picking up the more difficult details of business. They might, for instance, be exempted from years of simple copying, though a few

months of this work would no doubt be beneficial. As I have said above, I am strongly of opinion that a boy after passing the preliminary examination should enter an office, even if he receives no pay, and at the same time should attend a recognized school of commerce for, say, 2 hours a day. A similar course is followed in many professions in England. A boy who wishes to become an Architect, works in an office all day and attends classes in building, construction, &c., in the evening. In fact, a candidate before he appears at the purely commercial examination, to be described later, might be required to produce a certificate that he has been employed for, say, 2 years in an office, in addition to a certificate that he has gone through a regular course at a recognized school of commerce. This would prevent people going in for the examination on the off chance of scraping through and would also, I think, add greatly to the value of a certificate of having passed the examination. Of those who at present sit for the London Chamber of Commerce Examination only 25 to 30 per cent. are actually employed. I believe myself that the ordinary merchant would give an appointment to a man with experience, and no London Chamber of Commerce certificate, in preference to one who has obtained a certificate, but has had no experience.

Above I have used the words "recognized school of commerce." I believe a number of so-called schools of commerce are springing up, which are totally inefficient. It is a question whether all institutions calling themselves schools of commerce should be recognized. It may be said that the inefficient ones will die a natural death, but there is always the danger that they will attract young men by holding out special inducements in the shape of low fees.

(*c.*)—Commercial Examination—

(i.) Book-keeping and Indexing;

(ii.) (*a.*) Business methods and machinery;

(*b.*) Identification and disposal of documents.

(iii.) Two out of the following three subjects—

(*a*) Political Economy,

(*b*) Commercial Law,

(*c*) Banking and Currency.

Every effort should be made to make these examinations as practical as possible. I have not attempted to go into details. These would have to be dealt with later.

Mr. Aiyar in the suggestions he submitted to the Secretary to Government in the Educational Department, has discussed the methods of conducting these examinations. I understand that it is the intention of Government that the London Chamber of Commerce should be asked to conduct a special examination for India, adapted to the special requirements of Indian students. The Bombay Chamber of Commerce might be asked to assist in providing the London Chamber with the special documents used in India necessary for the examination in the subject ii (*b*).

I do not think that in every case it would be necessary to adhere to the standard required for the Senior Commercial Certificate. In Book-keeping, the senior examination seems unnecessarily difficult, and the Junior Standard would probably suffice for this country. To avoid misunderstanding the certificate granted for passing the Examination might be called "The Indian Commercial Certificate of the London Chamber of Commerce."

For the Senior Commercial Certificate of the London Chamber of Commerce a large number of subjects are included, such as Botany, Photography. In the proposed scheme, I have limited the subjects to those which are directly useful to a clerk or a business man. I think, however, that a high standard should be insisted upon, otherwise the certificate would soon lose its value.

Shorthand and Typewriting.

These are special subjects, and might be taken separately and immediately after a boy leaves school. It is doubtful whether an examination is necessary, as a merchant could examine practically candidates for employment in a few minutes. The chief advantage in holding an examination in these subjects is that it would be under Government supervision and would take the place of Examinations now held by a number of private agencies.

French and German.

I would place these subjects on the same footing as Shorthand and Typewriting. A man qualified in Shorthand and Typewriting or capable of conducting French or German correspondence would obtain employment independently of his knowledge of other commercial subjects.

In drawing up the above scheme, I have consulted a number of pamphlets containing the views of gentlemen interested in the subject. I have also discussed the question with a number of Bombay merchants, with the Secretary of the Bombay Chamber of Commerce, and with the Principal of Byramjee Jijibhoy College of Commerce, Bombay.

M. HESKETH.

CHAMBER OF COMMERCE,
BOMBAY, 6th August 1903.

THE DIRECTOR OF PUBLIC INSTRUCTION, POONA.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 3748, dated the 27th July with enclosures, relating to certain proposals made by the Principal of the Elphinstone High School for the revision of the present scheme of commercial education. These papers have been read by the Committee with great interest and they direct me to say that they would expect more good to result from a short conference with you than from correspondence about this rather complex subject. I am accordingly to say that since you are good enough to offer an opportunity of such discussion they will be glad to know at what time it would be most convenient for you to meet them. I may mention that the ordinary weekly meeting of the Committee takes place on Wednesdays at 3 p.m. but they would, of course, make such arrangements as might suit your convenience. Friday is, of course, unsuitable for business men as the mail leaves next day.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 4176 OF 1903-04.

POONA, OFFICE OF THE DIRECTOR OF PUBLIC INSTRUCTION,
12th August 1903.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—With reference to your letter of August 6th, I have the honour to state that I have to be in Bombay on Friday, 28th August, and that if the Committee of the Chamber could meet me on

Thursday, 27th August, at 3 p.m., it would be convenient to me as I should have not to remain in Bombay for three days. But if this at all inconvenient I will fix another date and select a Wednesday so as to attend the ordinary weekly meeting of the Chamber.

2. I forward for the information of the Chamber a copy of Government Resolution, No. 1538 of July 30th, 1903. I ask a reference to para. 3 of this Office No. 3748 of July 27th and would somewhat amplify what I wrote in that letter. The School Final Examination will, as it is now, be accepted by Government as a test for the Public Service, and great care will be taken that no candidate shall obtain his certificate until he has been thoroughly tested in

(*a*) *English.*—Reading and writing English with colloquial capacity. Good penmanship and accurate spelling and expression will be required, and candidates will be tested rather in précis-writing and explanation of passages than in grammatical questions.

(*b*) *Vernacular*—A sound knowledge of the vernacular of each candidate, in the case of a native of India, will be required.

(*c*) *Arithmetic.*—A thoroughly sound practical knowledge of Arithmetic generally will be required.

(*d*)—*History and Geography* of India generally.

These four will probably constitute the compulsory subjects, and candidates will also be allowed to take up one or more special subjects as optional subjects. Among these would be included, Mathematics, Political Economy, Commerce,* Simple Science, and Drawing. These are all now included in the University School Final Examination, but subjects like type-writing and short-hand may perhaps be added.

3. It must be understood that I am only sketching out the probable scope of the School Final Examination and that no orders as regards it have as yet been issued by Government. But assuming that it takes this scope finally, I should be glad to know how far such an Examination would be regarded by the Chamber of Commerce as affording a good qualifying test for a young man on his first entry into a house of business. The recognition of the Certificate by public bodies and business men as well as by Government would

* See page 38 of the Bombay University Calendar for 1902-03.

afford a most important support and stimulus to the Examination, would tend to enlarge its popularity and would attract to it numbers of candidates who now present themselves at the Matriculation Examination without ever intending to go through a collegiate course.

4. But such an Examination has evidently no very great value as a test in purely commercial subjects, such as is afforded by the Examination of the London Chamber of Commerce, and it is a question whether the Examination of the London Chamber of Commerce with papers specially set for Indian candidates, or a similar Examination locally conducted is desirable in itself and would be appreciated by Managers of Banks and large firms. Candidates for such an Examination might either be already in employment or seeking for employment. If already in employment would they be encouraged by their employers to study in evening and special classes such subjects as are mentioned in clause (*c*) of Mr. Hesketh's letter of July 10th forwarded with my letter quoted in para. 2? The question seems to be one of importance. At present there are a considerable number of young men taking up such subjects as Book-keeping, Machinery of Business, Commercial Law and Banking and Currency under the scheme of the London Chamber of Commerce. I presume they would not prepare for Examination in such subjects and pay examination fees unless they clearly saw an advantage to be gained from the study and expense. I, therefore, should be glad to have the opinion of the Committee of the Chamber as to whether an advanced examination in commercial subjects appears to be a desideratum in Bombay, and is likely to be of real practical benefit to the subordinate staff in business houses and through them to their employers. If such an examination is desired I do not see why it should not be conducted in special selected subjects which would be useful in trade and business in India. Government seem to doubt whether this is advisable, and I should be glad to have the opinion of the Chamber on the point. Further, whether, if such an examination were held, it would be better to arrange for it through the medium of local examiners or by papers specially prepared by the London Chamber of Commerce. —I have, &c.,

E. GILES, Director of Public Instruction.

CHAMBER OF COMMERCE,
BOMBAY, 18th August 1903.

THE DIRECTOR OF PUBLIC INSTRUCTION, POONA.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 4176, dated 12th instant, and to say that the Committee will be glad to meet you on Thursday, the 27th instant, at 3 p.m., as you are good enough to propose.

2. In reply to your question as to whether an advanced examination in commercial subjects appears to be a desideratum in Bombay and is likely to be of real practical benefit to the subordinate staff in business houses or through them to their employers, I am directed to reply in the negative.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

No. 4507 OF 1903-04.

POONA, OFFICE OF THE DIRECTOR OF PUBLIC INSTRUCTION,
24th August 1903.

TO THE SECRETARY TO THE CHAMBER OF COMMERCE, BOMBAY.

SIR,—I have the honour to state with reference to your letter of the 18th instant that I find that Thursday, 27th, has been fixed for a farewell dinner in Poona to His Excellency Lord Northcote and that I must consequently ask the Committee to allow me to abandon that date.

2. I will propose another date as soon as I can arrange one, but probably it will not be till after His Excellency the Governor has left Bombay. I have, &c.,

E. GILES, Director of Public Instruction.

No. 5645 OF 1903-04.

POONA, OFFICE OF THE DIRECTOR OF PUBLIC INSTRUCTION,
30th September 1903.

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—With reference to this Office No. 4507 of 24th ultimo I have the honour to state that I shall be glad to attend the weekly meeting of the Committee of the Chamber on Wednesday, October 7th, if that will be convenient to the Committee.

2. I have a meeting the same evening at 5-15 p.m., but could attend the meeting of the Committee at 3-30 or 4 p.m. according to their convenience. The favour of an early reply will oblige.—I have, &c.,

E. GILES, Director of Public Instruction.

CHAMBER OF COMMERCE,

BOMBAY, 3rd October 1903.

THE DIRECTOR OF PUBLIC INSTRUCTION, POONA.

SIR,—I am directed to acknowledge the receipt of your letter No. 5645 of the 30th ultimo, and to say that the Committee of the Bombay Chamber of Commerce will be pleased to see you in the rooms of the Chamber on Wednesday, the 7th instant, at 3-30 p.m.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX YYY.

STANDARD TIME FOR ALL INDIA.

PROPOSED ADOPTION OF.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 15th April 1903.

No. 600—1903.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

Proposed adoption of a Standard Time throughout India.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to forward copy of a Note which has been placed before them for consideration, suggesting the advisability of the adoption of a Standard Universal time throughout the Indian Peninsula. Before taking any steps in connection with this matter the Committee would be glad to have the views of the Committee of your Chamber upon it, and I shall feel much obliged if you will kindly place the Note before them.—I have, &c.,

W. PARSONS, Secretary.

NOTE.

I beg to propose that consideration should be given to the advisability of the adoption of a Standard Universal time throughout the Peninsula of India. I make this recommendation entirely in the interests of the travelling public, and as such, I think it may be considered within our province, as the comfort and convenience of Passengers throughout the land is concerned.

India is now almost the only civilised country where there is not a standard time over the whole country, or for territorial divisions, as on the Continent of Europe. I suggest that Madras

time should be adopted, and if the Government of India will agree, the only important thing necessary is a notification that all Law Courts, Treasuries, Post Offices, Telegraph Offices and other Government Offices will in future use Madras time. If this is done, the public must necessarily adopt the same time and a great relief will be experienced by the whole of the public of India, inasmuch as they will use the same time in their business as they now have to when they travel by Railway.

It is most inconvenient for the travelling public from Calcutta to have to remember that their train starts by a time 33 minutes slower than the time they keep; similarly at the opposite end of India, the Bombay public is inconvenienced by having to catch trains which start 30 minutes earlier than the time that they keep.

India is peculiarly happily situated in having a central time emanating from a Central Observatory in Madras, and it seems a pity not to take advantage of the geographical position and have one universal time instead of every small station having its own local time, which is merely calculated by the longitude East or West of Madras, and serves no useful purpose whatever. In all large stations in India where purely Railway communities live, such as Jamalpore and its surroundings with its large mixed population, Railway time is always kept and no inconvenience has ever been experienced from using in daily life a time which is not Solar Time.

I believe that the mercantile community will experience a great relief from the use of an Universal time; for instance if a merchant in Bombay, now wishes to telegraph for certain information from Calcutta at half past four in the afternoon, his message must arrive in Calcutta some time after half past five when business hours are over, and it would certainly be a convenience to be able to telegraph from one end of the land to the other end to know about what time the message would reach the addressee, instead of as now, having to make calculations according to the longitude of the town in which the addressees live.

I venture to think that, if this matter is put before the Government of India, they will see the advantages that must accrue, particularly to the travelling public.

CHAMBER OF COMMERCE,
BOMBAY, 23rd April 1903.

THE SECRETARY, BENGAL CHAMBER OF COMMERCE, CALCUTTA.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 15th instant, covering a Note placed before your Committee by a person not named regarding the proposed adoption of a standard time throughout India.

I am to say that the matter has been discussed by the Committee and that while they are not unanimous on the point a majority of the members of the Committee would favour the adoption of a standard time.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 15th May 1903.

No. 781—1903.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

Proposed Standard Time for India.

DEAR SIR,—Referring to your letter of 23rd April, I am directed to say that this question has now assumed a somewhat different form, which is explained in the Note accompanying this letter.

2. The proposal made in the Note is for the adoption of the system of standard time, which is already in operation in Mid Europe, Cape Colony, Natal, America, Australia, Japan, New Zealand, and Egypt. The system is fully explained in the Note, and need not, therefore, be referred to here at length. Its adoption would mean that the practice in India would be brought into line with that followed in other civilised countries; and the proposal is, the Committee think, worthy of consideration. But before expressing any opinion upon it they are desirous of ascertaining how it is regarded by the mercantile community generally throughout the country. I am accordingly to invite the Committee of your Chamber to discuss it, and to favour me by an early date with a statement of their views respecting it.—I have, &c.,

H. M. HAYWOOD, Acting Secretary.

PROPOSED STANDARD TIME FOR INDIA.

A proposal has often been made that Madras time shall be used compulsorily all over India, in order to obviate the present inconvenience of having in one place two standards of time—railway and local. The difference, however, between local and railway time is very large over a great part of India. In Bombay it is 30 minutes, in Calcutta 33 minutes, in East Bengal and West Punjab local differs from railway time by more than half an hour; in Baluchistan and Assam the difference approaches one hour and over a great part of Burmah it is more than an hour. The compulsory adoption of Railway time in these places would probably be opposed and be productive of much inconvenience.

In lieu of this proposal another plan is suggested, *viz.*, to create two standards of time, one for the East and one for the West of India. This would not only reduce the large differences between local and standard time, and thereby render easy the adoption of the latter, but it would also bring the time system of the Indian Empire into correspondence with that of most other civilised countries, which have adopted one or more standards of time based on Greenwich time but differing from it by a complete number of hours. The most conspicuous example of this is furnished by the United States of America which range over an area extending approximately from the 65th to the 125th degree of longitude West of Greenwich. It is well known that a difference of 15 degrees in longitude corresponds to a difference of one hour in local time, so that the Eastern and Western points of the United States differ by nearly four hours in their local time. There would be obvious inconvenience in having one uniform time for such an area, or in allowing each State or each Railway to keep its own time. The States have, therefore, been divided into four time zones, keeping respectively the times of the 75th, the 90th, 105th and 120th meridians west, that is 5, 6, 7 and 8 hours behind Greenwich time. Under this system the minutes past the hour are the same all over the States, the difference being in the hour only. For instance, when it is 7·12 in the Eastern States it is 6·12 in the Central States, 5·12 in the Mountain States and 4·12 in the Pacific States. This method gives rise to the smallest inconvenience in reckoning differences of time or in passing from one time zone into another.

In the same way Germany, Denmark, Switzerland and Italy have adopted one uniform time that of 15 degrees East or one hour ahead of Greenwich, and Eastern European time 30 degrees or two hours ahead of Greenwich, has been adopted in Egypt.

Australia has been divided like the United States into time zones based on multiples of 15 degrees East of Greenwich, and *The Times* of Thursday, March 26th, contained an announcement that all the South African Governments, with the exception of German South West Africa, have adopted a uniform time based on the 30th meridian East, or two hours ahead of Greenwich, which previously had been the standard of Natal alone.

If the same principal were adopted in India, two standard times would be kept, namely, that of the 90th and 75th degrees which I will, for the sake of convenience, call East and West time, respectively. India would thus be divided into two fairly equal time zones. The Easternmost point of our Railway system is the Kunlon Ferry which is about 98½ degrees East longitude. The difference between its local time and Railway or Madras time must be nearly one hour and a quarter. Under the system proposed the difference between its local and Standard East time would be 34 minutes. The Westernmost point of our Railway system, New Chaman (66½ degrees East longitude) has a difference of 55 minutes between its local and railway time. Under the system proposed the difference would be 34 minutes only. The latter is the same difference as at Kunlon Ferry, and brings out strikingly the equality of the proposed time zones.

When more than one standard of time is adopted in a country a boundary line between two neighbouring zones has to be fixed. It would often be very inconvenient to have this dividing line placed exactly midway between the meridians which determine the times of the zones—such a line might cut a town, a street, or even a house. The method adopted in the United States may be seen in Map No. 5 of the Century Atlas. The dividing line seem to be fixed so as to suit the convenience of Railways and often embrace a narrow strip running East or West so as to divide a Railway at the most convenient place. In India it is the Railways we should have to consider principally. There are five systems of Railways which cross the 82½ meridian, which is the meridian central between 75 and 90 degrees: of these the Oudh & Rohilkhund lies almost wholly west of that meridian and

would naturally keep West time. The most convenient point of division for the East Indian would probably be Mogulserai, where it effects a junction with the Oudh & Rohilkhund. A time-table shewing the arrival and departure at Mogulserai of a train running from east to west would be in the following form :—

Arrive, East time	5·17
Arrive, West time	4·17
Depart, West time	4·27

The bulk of the Bengal and North-Western lies to the east of longitude 82½ degrees and would, therefore probably, adopt East time over the whole of its system at any rate as far west as Lucknow. The Bengal-Nagpur would probably find it convenient to make the point of division at Bilaspur which lies almost exactly on longitude 82½ degrees East. The East Coast Railway would probably find the point of division most convenient perhaps at Waltair which is not far from that meridian. In this way East time would be kept, roughly speaking, over Bengal, Assam, Burmah, that part of the United Provinces which lies east of the Gogra, and the Madras Districts north-east of Vizagapatam. The rest of India would keep West time. If Railway Managers anticipate any difficulty in adapting their Time Tables to the proposed system they might perhaps make enquiries as to the methods adopted in the United States.

A great advantage of the proposed system would be that the two principal towns in India, namely, Calcutta and Bombay, would find their standard and local time in close agreement. In the case of Calcutta the difference between local and East time would be six minutes, in the case of Bombay the difference between local and West time would be nine minutes. These differences are not so great as exist at Liverpool and Glasgow. Liverpool local time is 12 minutes, and Glasgow local time is 17 minutes, behind Greenwich time which nevertheless those important towns and ports find no difficulty in keeping. Calcutta and Bombay would experience no inconvenience in adopting for their local use East and West time, respectively.

Another advantage would be that in the Punjab where there is a great system of Military Railways, the local and standard time would fairly agree, the 75th meridian passing close by Amritsar. It is easily conceivable that serious mistakes in Military operations might occur

if two standards of time were in use. Towns and stations would have inducement to adhere to their own local times, as they do at present, if the standard of the 75th meridian were adopted for all railways in that province. There is at present a difference of more than half an hour between railway and local time at all places west of Multan.

To sum up—

(1) India would be brought into correspondence with other civilised countries.

(2) There would be no great divergence such as now exists in many parts of India between railway and local time, and there would be so little inconvenience in keeping the former that the latter would probably be abandoned voluntarily.

(3) The approximation between railway and local time would be very marked at Calcutta and Bombay, the former of which at present is 33 minutes ahead, and the latter 30 minutes behind railway time. There would be great opposition to keeping Madras time at those places, whereas there would probably be no hesitation in adopting the standard times here proposed which differ so little from their own local time.

(4) This approximation would also be very marked at the stations along the military lines of the Punjab where it is more important than elsewhere that only one standard of time should be kept.

(5) There would be no inconvenience in passing from one zone to another, the hour alone, and not the minute being changed.

(6) There would be great facility in reckoning differences of time when calculating the speed of messages between countries connected by telegraph.

While Calcutta and Bombay would thus gain, Madras on the contrary would lose. But apart from the fact that Madras is not nearly so important a commercial centre as the other two, and might thus reasonably be expected to give way, there is the consideration that Madras, keeping West time, would only be 21 minutes out from its local time, a difference which is much less than exists at present at the other two places. Madras through its Observatory would still

regulate the time all over India in both zones. The signals sent from Madras to indicate one o'clock in the Eastern Zone would, in the Western Zone, indicate twelve o'clock.

CALCUTTA, 5th May, 1903.

CHAMBER OF COMMERCE,
BOMBAY, 6th June 1903.

THE MEMBERS OF THE BOMBAY CHAMBER OF COMMERCE.

GENTLEMEN,—The Committee of the Bombay Chamber of Commerce have had under consideration proposals for the institution of a standard time for all India.

At present Calcutta time is 33 minutes ahead of railway time, and Bombay time is 30 minutes behind railway time. These differences between the local times and railway time cause some inconvenience to railway travellers. They do not, except in respect of telegrams across India, affect the ordinary operations of business; and in a seaport it is possible that a discrepancy between the standard time, if adopted, and the solar time used by shipping might give greater trouble.

The *first* proposal made is that one uniform time, preferably Madras or railway time, should be adopted for all India. Whether it would be possible for Karachi and Rangoon to adopt a time varying so greatly from their solar time is doubtful. Indeed it is understood that in one of these ports at all events there is unqualified hostility to the change.

The *second* proposal is that India should be divided into an Eastern and a Western zone, each with its own standard time. The following is the text of a memorandum prepared in Calcutta and forwarded for opinion by the Bengal Chamber of Commerce:—

A proposal has often been made that Madras time shall be used compulsorily all over India in order to obviate the present inconvenience of having in one place two standards of time - railway and local. The difference, however, between local and railway time is very large over a great part of India. In Bombay it is 30 minutes, in Calcutta 33 minutes, in East Bengal and West Punjab local differs from railway time by more than half an hour; in Baluchistan and

Assam the difference approaches one hour and over a great part of Burmah it is more than an hour. The compulsory adoption of railway time in these places would probably be opposed and be productive of much inconvenience.

In lieu of this proposal another plan is suggested, *viz.*, to create two standards of time, one for the East and one for the West of India. This would not only reduce the large differences between local and standard time, and thereby render easy the adoption of the latter, but it would also bring the time system of the Indian Empire into correspondence with that of most other civilised countries, which have adopted one or more standards of time, based on Greenwich time but differing from it by a complete number of hours. The most conspicuous example of this is furnished by the United States of America which range over an area extending approximately from the 65th to the 125th degree of longitude west of Greenwich. It is well known that a difference of 15 degrees in longitude corresponds to a difference of one hour in local time, so that the Eastern and Western points of the United States differ by nearly four hours in their local time. There would be obvious inconvenience in having one uniform time for such an area, or in allowing each State or each railway to keep its own time. The States have, therefore, been divided into four time zones, keeping respectively the times of the 75th, the 90th, the 105th and 120th meridians west, that is, 5, 6, 7 and 8 hours behind Greenwich time. Under this system the minutes past the hour are the same all over the States, the difference being in the hour only. For instance, when it is 7·12 in the Eastern States it is 6·12 in the Central States, 5·12 in the Mountain States and 4·12 in the Pacific States. This method gives rise to the smallest inconvenience in reckoning differences of time or in passing from one time zone into another.

In the same way Germany, Denmark, Switzerland and Italy have adopted one uniform time, that of 15 degrees East or one hour ahead of Greenwich, and Eastern European time (30 degrees or two hours ahead of Greenwich) has been adopted in Egypt.

Australia has been divided like the United States into time zones, based on multiples of 15 degrees East of Greenwich, and *The Times* of Thursday, March 26th, contained an announcement that all the South African Governments, with the exception of German South-

west Africa have adopted a uniform time, based on the 30th meridian East, or two hours ahead of Greenwich which previously had been the standard of Natal alone.

If the same principle were adopted in India, two standard times would be kept, namely, that of the 90th and 75th degrees which I will, for the sake of convenience, call East and West time, respectively. India would thus be divided into two fairly equal time zones. The Easternmost point of our Railway system is the Kunlon Ferry which is about 98½ degrees East longitude. The difference between its local time and railway or Madras time must be nearly one hour and a quarter. Under the system proposed the difference between its local and standard East time would be 34 minutes. The Westernmost point of our railway system, New Chaman (66¼ degrees East longitude) has a difference of 55 minutes between its local and railway time. Under the system proposed the difference would be 34 minutes only. The latter is the same difference as at Kunlon Ferry, and brings out strikingly the equality of the proposed time zones.

When more than one standard of time is adopted in a country a boundary line between two neighbouring zones has to be fixed. It would often be very inconvenient to have this dividing line placed exactly midway between the meridians which determine the times of zones—such a line might cut a town, a street, or even house. The method adopted in the United States may be seen in Map No. 5 of the Century Atlas. The dividing lines seem to be fixed so as to suit the convenience of railways and often embrace a narrow strip running East or West so as to divide a railway at the most convenient place. In India it is the railways we should have to consider principally. There are five systems of railways which cross the 82½ meridian, which is the meridian central betwen 75 and 90 degrees: of these the Oudh Rohilkhund lies almost wholly west of that meridian, and would naturally keep West time. The most convenient point of division for the East Indian would probably be Mogulserai, where it effects a junction with the Oudh and Rohilkhund. A time-table showing the arrival and departure at Mogulserai of a train running from East to West would be in the following form:—

Arrive, East time	5·17
Arrive, West time	4·17
Depart, West time	4·27

The bulk of the Bengal and North-Western lies to the East of longitude 82½ degrees and would therefore probably adopt East time over the whole of its system at any rate as far West as Lucknow. The Bengal-Nagpur would probably find it convenient to make the point of division at Bilaspur which lies almost exactly on longitude 82½ degrees East. The East Coast Railway would probably find the point of division most convenient perhaps at Waltair which is not far from that meridian. In this way East time would be kept, roughly speaking, over Bengal, Assam, Burmah, that part of the United Provinces which lies East of the Gogra, and the Madras District North-East of Vizagapatam. The rest of India would keep West time. If Railway Managers anticipate any difficulty in adapting their time-tables to the proposed system, they might perhaps make enquiries as to the methods adopted in the United States.

A great advantage of the proposed system would be that the two principal towns in India, namely, Calcutta and Bombay, would find their standard and local time in close agreement. In the case of Calcutta the difference between local and East time would be six minutes, in the case of Bombay the difference between local and West time would be nine minutes. These differences are not so great as exist at Liverpool and Glasgow. Liverpool local time is 12 minutes and Glasgow local time is 17 minutes, behind Greenwich time which nevertheless those important towns and ports find no difficulty in keeping. Calcutta and Bombay would experience no inconvenience in adopting for their local use East and West time, respectively.

Another advantage would be that in the Punjab where there is a great system of Military Railways, the local and standard time would fairly agree, the 75th meridian passing close by Amritsar. It is easily conceivable that serious mistakes in Military operations might occur if two standards of time were in use. Towns and stations would have inducement to adhere to their own local times, as they do at present, if the standard of the 75th meridian were adopted for all railways in that province. There is at present a difference of more than half an hour between railway and local time at all places West of Multan.

To sum up—

(1) India would be brought into correspondence with other civilised countries.

(2) There would be no great divergence such as now exists in many parts of India between railway and local time, and there would be so little inconvenience in keeping the former that the latter would probably be abandoned voluntarily.

(3) The approximation between railway and local time would be very marked at Calcutta and Bombay, the former of which at present is 33 minutes ahead, and the latter 30 minutes behind railway time. There would be great opposition to keeping Madras time at those places, whereas there would probably be no hesitation in adopting the standard times here proposed which differ so little from their own local time.

(4) This approximation would also be very marked at the station along the military lines of the Punjab where it is more important than elsewhere that only one standard of time should be kept.

(5) There would be no inconvenience in passing from one zone to another, the hour alone, and not the minute being changed.

(6) There would be great facility in reckoning differences of time when calculating the speed of messages between countries connected by telegraph.

While Calcutta and Bombay would thus gain, Madras on the contrary would lose. But apart from the fact that Madras is not nearly so important a commercial centre as the other two, and might thus reasonably be expected to give way, there is the consideration that Madras, keeping West time, would only be 21 minutes out from its local time, a difference which is much less than exists at present at the other two places. Madras through its Observatory would still regulate the time all over India in both zones. The signals sent from Madras to indicate one o'clock in the Eastern zone would, in the Western zone, indicate twelve o'clock.

The seventh paragraph of this memorandum should be read with care, since out of it issues the *third* proposal, namely, that the time to be observed throughout the Eastern zone should be the true solar time of Calcutta instead of that of the 90th degree, and that the time to be observed throughout the Western zone should be one hour later, or, in other words, should vary by 3 minutes only from the true solar time of Bombay.

The *fourth* proposal is that the present system be maintained.

The Committee of the Bombay Chamber of Commerce feel that the matter is one on which the general body of members must be given an opportunity of expressing an opinion. I am therefore instructed to lay the four proposals before you and to beg that you will intimate which of these four you prefer.

I am to add that should a serious divergence of opinion be discovered, the Committee will be prepared to call a Special General Meeting for the discussion of the matter.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 1015 OF 1903.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 8th July 1903.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

Proposed Standard Time for India.

DEAR SIR,—I have to invite your attention to my letter No. 781 of 903, dated the 15th May, and to say that a statement of the views of the Committee of your Chamber on this subject, as asked for therein, is awaited.—I have, etc.,

H. M. HAYWOOD, Acting Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 13th July 1903.

THE ACTING SECRETARY, BENGAL CHAMBER OF COMMERCE,
CALCUTTA.

Proposed Standard Time for India.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 1015 of the 8th instant, and to say that as soon as replies have been received from all members of this Chamber who have been addressed on the above subject, the Committee will communicate with you in the matter in detail.—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 17th July 1903.

THE SECRETARY, BENGAL CHAMBER OF COMMERCE, CALCUTTA.

DEAR SIR,—With reference to the correspondence on the subject of Standard Time for India terminating with your letter No. 1015 of the 8th instant, I am now directed by the Committee of the Bombay Chamber of Commerce to say that they have found it impossible to interest the commercial community in the question, and that the few replies elicited by their circular on the subject give so little indication of any strong or even clear preference for any of the alternatives suggested, that it is impossible to regard them as otherwise than most inconclusive. On the whole they believe that the general preference in Bombay is for a continuance of the present system, the various ports keeping their own solar time and the Railway keeping the time of Madras.—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX ZZZ.

SOUTH AFRICAN IMMIGRATION.

CAPE COLONY IMMIGRATION ACT, 1902.

No. 440 OF 1903.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 28th January 1903.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—I am directed to forward, for the information of the Chamber, the accompanying copy of a Resolution issued by the Government of India in connection with an Act passed by the Government of Cape Colony, similar to the Australian Immigration Restriction Act, 1901—I have, &c.,

A. M. T. JACKSON, Acting Secretary to Government.

No. 2—2-2.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

EMIGRATION.

Dated CALCUTTA, the 16th January 1903.

RESOLUTION.—The Government of India have received intimation from His Majesty's Secretary of State for India that the Government of Cape Colony has passed an Act similar to the "Immigration Restriction Act, 1901," issued by the Commonwealth of Australia, extracts from which were published in Resolution No. 13—38-2, dated 9th May 1902. The Act will come into force from the 30th January 1903.

2. Copies of the Act have not yet been received, but it is understood that under it immigrants will be required to write satisfactorily an application in some European language, and its effect will no doubt be practically to exclude altogether from the Colony Indians of the labouring and petty trading classes. The Governor-General in Council requests all Local Governments and Administrations to take steps to make the information generally known, and to warn intending emigrants at the port of embarkation of the risks they incur in proceeding to the Colony.

ORDERED that a copy of the above Resolution be forwarded to the Local Governments and Administrations noted in the margin for information and guidance, and to the Home and Foreign Departments for information.

The Secretary to the Government of Madras.
" " " " Bombay.
" " " " Bengal.
" " " " the United Provinces.
" " " " the Punjab.
" " " " Burma.
" Honourable the Chief Commissioner, Central Provinces
" " " " Assam.
" Chief Commissioner, Coorg.
" " " Ajmer-Merwara.
" Honourable the Resident at Hyderabad.
" " " Chief Commissioner, North-West Frontier Province.
" " " Agent to the Governor-General, Baluchistan.

ORDERED also, that a copy be published in the *Gazette of India* for general information.

J. O. MILLER, Secretary to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, 12th February 1903.

THE SECRETARY TO GOVERNMENT, GENERAL DEPARTMENT, BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 440, dated 28th January, with which was enclosed a copy of a Resolution of the Government of India in the Department of Revenue and Agriculture (No. 2-2-2), intimating that the Government of Cape Colony have passed an Act similar to the Immigation Restriction Act of 1901 enacted by the Commonwealth of Australia. It is known, of course, that a similar Act has been in force in Natal for years. My Committee are informed that this Cape

Colony Act was passed in the latter half of January and came into force on the 1st of February with the effect that great hardship results from the rejection of emigrants who had already sailed for the Cape.

2. The Australian Act and its possible bearings upon India were considered by the Committee at the time of its enactment, and their passive attitude in the matter was incidentally defined and explained in the third paragraph of their letter addressed to your Department on the 19th December 1901, on the subject of the Amendment of the Commonwealth Postal Bill and the exclusion from Mail Contracts of vessels carrying coloured crews.

3. But my Committee consider that there is no true analogy between the position of Australia and the position of Cape Colony in respect of such an Act. Australia is a true self-governing Colony, in most of which white labour is efficient and sufficient, and which has by peaceful and progressive government established its claim to manage its own affairs. The climatic conditions of South Africa on the contrary are such that the proper development of its resources is admittedly and absolutely dependent on a supply of reliable coloured labour. And my Committee have the honour to submit that the South African community, their country having been set in order by the Empire at large, have no title to monopolise the resources of that country to the prejudice of its own speedy development and to the jeopardy of the rest of the Empire.

4. The strictly Indian aspect of the question, on which alone the Bombay Chamber of Commerce may be entitled to speak, involves chiefly the right of the Native of India to settle and hold property in Africa. The success of the Indian native trader throughout East Africa is the best proof of his civil virtues and of his value in the development of a tropical country. If he competes with a certain minority of white men engaged in the retail trade of the country, he does so by rendering living less costly to the majority, and the high cost of living in South Africa is notoriously one of its gravest economical difficulties. But my Committee hope that it may be recognised that there is a great difference between excluding a class of natives who engage in trades or perform duties for which white men are not disqualified by the climate, and excluding labour which

neither the white nor the black community on the spot is able to furnish and which is indispensable to the country's development.

5. The Secretary for the Colonies has recently declared that in these matters it is impossible for the mother country to run counter to colonial sentiment. But the Committee venture to submit that India being in a very special degree concerned in the settlement and development of South Africa, might now reasonably refuse indentured labour under the Indian Emigration Act to colonies that deny to British subjects of Indian birth those rights that are enjoyed by Negroes of inferior civilization and by foreigners who have no known claim but that which the Indian immigrant daily establishes by the performance of some service required by the community.

6. Generally the Committee of this Chamber desire to express the hope that the Government of India will take every opportunity of furthering a condition of things under which British Indian subjects of His Majesty will have the same rights as those enjoyed by all other subjects of His Majesty of going to and residing in and settling in any part of His Majesty's dominions entirely unrestricted by any legislation.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

No. 925 OF 1903.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 19th February 1903.

TO THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—With reference to your letter of the 12th instant, I am directed to inform you that the representation submitted by the Chamber on the subject of the exclusion of Indians from Cape Colony in consequence of the new Immigration law passed by the Government of that Colony has been forwarded to the Government of India.—I have, &c.,

A. M. T. JACKSON, Acting Secretary to Government.

No. 1031 OF 1903.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 26th February 1903.

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—In continuation of my letter No. 440, dated 28th January 1903, I am directed to forward, for the information of the Chamber, the accompanying copy of a Resolution issued by the Government of India publishing the more important provisions of the Cape Colony "Immigration Act, 1902."—I have, &c.,

A. M. T. JACKSON, Acting Secretary to Government.

No. 4—2-4.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

EMIGRATION.

CALCUTTA, the 20th February 1903.

RESOLUTION.—In the Resolution of this Department, No. 2—2-2, published on the 16th January last, the announcement was made that an Act had been passed by the Government of Cape Colony, similar to the "Immigration Restriction Act, 1901" of Australia, the effect of which was practically to exclude altogether from the Colony Indians of the labouring and petty trading classes. This Act came into force on the 30th ultimo.

2. The Government of India have now received from His Majesty's Secretary of State for India a copy of this Act. Its more important provisions are extracted below for general information.

* * * *

2. In the construction of this Act the following expressions shall, unless the contrary intention appears, bear the meanings hereby respectively assigned to them, that is to say :—

"Ship" shall include any ship, vessel or boat, or description thereof, used in navigation.

"Master" shall include any person other than a pilot in charge or command of any ship.

"Prohibited immigrant" shall mean and include the following persons:—

(*a*) Any person who, when asked to do so by any duly authorized officer, shall be unable through deficient education to himself write out and sign in the characters of any European language, an application to the satisfaction of the Minister.

(*b*) Any person who is not in possession of visible means of support or is likely to become a public charge.

* * *

3. This Act shall not apply to:—

* * *

(*e*) The wife and minor child of any person who is permitted to immigrate into the Colony under the provisions of this Act.

(*f*) Persons domiciled in South Africa.

* * *

4. Subject to the provisions of this Act it shall be unlawful for any "prohibited immigrant" to immigrate either by land or by sea into this Colony.

5. It shall be unlawful to aid or assist any person to immigrate into this Colony in contravention of the provisions of this Act.

6. It shall be unlawful for the master of any ship knowingly to permit to land or be landed directly or indirectly from his ship any person immigrating into this Colony in contravention of the provisions of this Act.

7. It shall be lawful for the Governor from time to time by proclamation to make regulations * * * to provide for the importation, reception, accommodation, maintenance, registration, distribution, and contractual engagements of persons immigrating under any approved scheme or belonging to any excepted class, and generally, in furtherance of the objects and intents of this Act.

8. Any person immigrating into this Colony by land or sea in violation of the provisions of this Act, shall be liable to be removed at any time from within the limits of the Colony and to be kept in such custody as may by regulation be prescribed pending such removal.

9. Any person who aids or assists any person in the contravention of any provisions of this Act, shall be liable for each offence to a penalty of £50, or in the alternative to three months' imprisonment with or without hard labour.

10. Any master of any ship who lands or allows to land, directly or indirectly, any immigrant from his ship, whereby such immigrant contravenes any provisions of the Act, and the owners of any such ship from which any such immigrant so lands, shall be jointly and severally liable to a penalty of £100, and to a further penalty of £20 for each such immigrant landed in excess of the number of five, such ship may be refused a clearance till such penalty has been paid and may in default of payment by or on behalf of the master or owners and by order of the Supreme Court be attached and declared executable in satisfaction of any writ issued for the recovery of such penalty; provided that in lieu of granting such order, it shall be lawful for the Court to accept such security for the payment of such penalty as may appear to be adequate.

11. Any person wilfully making any false statement in order to obtain any certificate or recommendation for the purposes of the Act shall on conviction be liable to a fine of not exceeding £50, or to imprisonment without the option of a fine and with or without hard labour for a period not exceeding six months in addition to removal from the Colony.

* * *

13. It shall be lawful for the Governor to prescribe penalties for the contravention of any regulation made by him under this Act provided that no penalty in respect of any one contravention shall exceed a fine of £100, or, in default of payment thereof, imprisonment with or without hard labour for a period exceeding 12 months or to imprisonment with or without hard labour and without the option of a fine for a period exceeding 12 months.

14. This Act may be cited as "The Immigration Act, 1902."

ORDERED, that a copy of the above Resolution be forwarded to the Local Governments and Administrations noted in the margin for information and guidance, and to the Home and Foreign Departments for information.

The Secretary to the Government of Madras.
" " " " Bombay.
" " " " Bengal
" " " " the United Provinces.
" " " " the Punjab.
" " " " Burma.
" " " " Honourable the Chief Commissioner, Central Provinces.
" " " " Assam.
" " " Chief Commissioner, Coorg.
" " " Ajmer-Merwara.
" " Honourable the Resident at Hyderabad.
" " " Chief Commissioner, North-West Frontier Province.
" " " Agent to the Governor-General, Baluchistan.

ORDERED also, that a copy be published in the *Gazette of India* for general information.

J. O. MILLER, Secretary to the Government of India.

No. 1258 OF 1903.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 10th March 1903.

TO THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—With reference to my letter, No. 925, dated the 19th February 1903, I am directed to state for the information of the Chamber that the Government of India have intimated that the whole subject of Emigration to South Africa is at present receiving the careful attention of the Government of India, in connection with the deputation to India of two delegates from Natal, who have been sent by the Government of that Colony to discuss various matters pertaining to Emigration to Natal.—I have, &c.,

A. M. T. JACKSON, Acting Secretary to Government.

No. 517 OF 1903.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 28th March 1903.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

Cape Immigration Restriction Act.

DEAR SIR,—The Committee of the Bengal Chamber of Commerce have read with much interest in the columns of the *Pioneer*, the copy of the letter, recently addressed by your Chairman to the Secretary

to the Government of Bombay, on the subject of immigration restrictions at the Cape, and would feel much indebted if you would kindly favour them with copy of any reply you may receive from the Government of Bombay.—Yours, &c.,

W. PARSONS, Secretary.

CHAMBER OF COMMERCE, BOMBAY, 1st April 1903.

THE SECRETARY, BENGAL CHAMBER OF COMMERCE, CALCUTTA.

Cape Immigration Restriction Act.

DEAR SIR,—In acknowledging the receipt of your letter No. 517 of the 28th ultimo, I am directed to subjoin a copy of the reply received from the Bombay Government to this Chamber's representation on the above subject. In connection with this matter, my Committee have observed in the *Pioneer*, a paragraph to the following effect:—

> "The visit to Calcutta of Messrs. Shepston and Brouse de Gersigny, delegates from Natal, has resulted in a satisfactory arrangement being come to with Government, regarding the supply of Indian labour to that Colony. Proposals embodying the decisions arrived at, will be submitted to the Governor of Natal, who will doubtless accept them. The Government of India, by the way, are averse from arranging to supply cooly labour to Rhodesia."

Will you be so good as to inform me whether the delegates referred to will pass through Bombay on their return journey, and, if so, when they are likely to arrive here?

A reply by wire will oblige.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 6070 OF 1903.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 20th November 1903.

TO THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—With reference to my letter, No. 1031, dated 26th February last, I am directed to forward for the information of the Chamber, the accompanying copy of a Resolution issued by the Government of

India, publishing the more important provisions of the "Immigration Restriction Ordinance, 1903" of Southern Rhodesia.—I have, &c.,

H. O. QUIN, Secretary to Government.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 11th November 1903.

No. 5319.—The following Resolution by the Government of India, Revenue and Agriculture Department, is re-published :—

"No. 24—82-2.

EMIGRATION.

SIMLA, the 3rd November 1903.

The Government of India have received intimation from His Majesty's Secretary of State for India that the Legislature of Southern Rhodesia has passed an Act similar to the Cape Colony Immigration Restriction Act, 1903, issued by the Government of Cape Colony, extracts from which were published in Resolution No. 4—2-4,* dated the 20th February 1903. The more important provisions of this Law, which is entitled the 'Immigration Restriction Ordinance, 1903,' are extracted below for general information.

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2. In the interpretation of this Ordinance, if not inconsistent with the context, the expression 'Prohibited Immigrant' shall, subject to the provisions in the next succeeding section contained, mean and include—

(1) Any person who is not in possession of visible means of support or is likely to become a public charge.

o o o o o o o o o o o o

(5) Any person who, if asked to do so by any duly authorized officer, shall be unable by reason of deficient education to write out and sign with his own hand in the characters of any European language, an application to the satisfaction of the Administrator.

(6) Any person who, from information officially received by the Administrator from or through the High Commissioner or the Government of any British or Portuguese Colony in South Africa, is deemed by him to be an undesirable.

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* Republished at pages 244 and 245 of Part I of the *Bombay Government Gazette*, dated 26th February 1903.

3. The provisions of this Ordinance shall not apply to—

* * * * * * * * *

(1) (*d*) The wife and minor child of any person who is permitted to immigrate into Southern Rhodesia under the provisions of this Ordinance;

(2) British subjects or other persons of any nationality whom the Administrator, with the concurrence of the Executive Council, shall determine to admit as agricultural or domestic servants, skilled artizans, mechanics, workmen or miners, subject to such rules, regulations or restrictions as shall be fixed and appointed in respect thereto, with the assent of the High Commissioner;

(3) Persons domiciled in South Africa.

4. Subject to the provisions of this Ordinance, it shall be unlawful for any 'prohibited immigrant' to immigrate into Southern Rhodesia.

5. No person shall aid or assist any person to immigrate into Southern Rhodesia in contravention of the provisions of this Ordinance.

6. The Administrator may, with the advice of the Executive Council, make regulations—

* * * *

(*e*) to prescribe penalties for the contravention of any such regulations, provided that no penalty in respect of any one contravention shall exceed £100 or, in default of payment thereof, imprisonment with or without hard labour for a period not exceeding twelve months, or imprisonment with or without hard labour without the option of a fine for a period not exceeding six months.

7. Any person immigrating into Southern Rhodesia in violation of the provisions of this Ordinance or any regulations duly framed thereunder, shall be liable—

(1) to be removed from within its limits, and

(2) to be kept in such custody as may by regulation be prescribed pending such removal.

8. Any person who aids or assists any person in the contravention of any of the provisions of this Ordinance, shall be liable for each offence to a penalty not exceeding Rs. 50, and, in default of payment, to imprisonment for a period not exceeding three months with or without hard labour, or to both such penalty and such imprisonment.

9. Any person making any false statement in order to procure any certificate or recommendation for the purpose of this Ordinance shall, upon conviction, be liable to—

(1) a fine not exceeding £50: and, in default of payment, to imprisonment with or without hard labour for a period not exceeding six months; or

(2) such imprisonment without the option of a fine; and

(3) in addition, to be removed from within Southern Rhodesia to beyond the borders thereof at any point.

ORDERED, that a copy of the above Resolution be forwarded to the Local Governments and Administrations noted in the margin, for information and guidance, and to the Home and Foreign Departments for information.

Secretary to the Government of Madras.
" " " Bombay.
" " " Bengal.
" " " United Provinces.
" " " Punjab.
" " " Burma.
The Hon'ble the Chief Commissioner, Central Provinces.
" " " " Assam.
" Chief Commissioner, Coorg.
" " " Ajmer-Merwara.
" Hon'ble the Resident at Hyderabad.
" " Chief Commissioner, N.-W. Frontier Province.
" " Agent to the Governor-General in Baluchistan.

ORDERED, also, that a copy be published in the *Gazette of India* for general information.

J. O. MILLER, Secretary to the Government of India."

By order of His Excellency the Honourable the Governor in Council,

H. O. QUIN, Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 17th December 1903.

THE SECRETARY TO GOVERNMENT, GENERAL DEPARTMENT, BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 6070, dated 20th November, with which you

forwarded a copy of a Resolution of the Government of India publishing the more important provisions of the "Immigration Restriction Ordinance, 1903," of Southern Rhodesia.

2. I am to express the satisfaction with which the Committee note that under Section 3 (2) British subjects of certain classes may be exempt from the provisions of the Ordinance. I am, however, to draw your attention to the fact that while "agricultural or domestic servants, skilled artisans, mechanics, workmen or miners may be so exempt," there is no mention of traders. It is a matter of common knowledge attested in many Consular and other reports that the retail trade in East Africa is largely conducted by British Indian subjects, and that the development of the trade and of the country would be greatly retarded by the exclusion of a class who have so demonstrated their value.

3. In this connection I am to refer to your letter No. 1258, dated 10th March 1903, in which it was stated that "the whole subject of Emigration to South Africa is at present receiving the careful attention of the Government of India," and I am to renew the suggestion made in my letter of the 12th February 1903 that Government should take every opportunity of procuring for British Indian subjects of His Majesty the same rights as belong to other British subjects of trading, residing and settling in any part of His Majesty's dominions.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

APPENDIX AAAA.

SURVEYS.

GOODS DAMAGED IN RAILWAY TRANSIT.

PAYMENT OF SURVEY FEE.

No. G. M. 3037—3 of 1903.

BOMBAY, 18*th July* 1905.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In a recent case in which three bundles of carpets booked from Warangal to Wadi Bunder under Invoice No. 272, dated the 29th May 1903, were damaged by rain in transit, we had the damages surveyed, and paid the claimant the amount for which the damage was assessed, less the Surveyor's fees. The claimant has, however, protested against our action, and urges that it is a rule of the Chamber in this City that when surveys are held, the parties against whom the award is given pays the survey fees of both parties.

2. I shall be obliged, therefore, if you will let me know what the ruling on this point is.—I have, etc.,

for Ag. General Traffic Manager.

CHAMBER OF COMMERCE,
BOMBAY, 23*rd July* 1903.

The ACTING GENERAL TRAFFIC MANAGER,
G. I. P. RAILWAY COMPANY, Bombay.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 18th instant, in which you enquire whether there is any rule of the Chamber governing the payment of Surveyor's fees by one or other party to a dispute. I am to say that the Chamber's rules for arbitrations relate solely to arbitrations conducted under the auspices of the Chamber, and therefore could not apply to the case stated by you; but in circumstances similar to those you describe a ship, being the losing party, would pay the arbitration fee as a matter of course, and the custom is so well understood that the claimant's position appears to the Committee to be perfectly reasonable and proper.—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX BBBB.

LEGISLATION.

Poisons.

Bill to provide for the Regulation of the Possession and Sale of all Poisons in certain local areas, and the Importation, Possession and Sale of White Arsenic generally.

No. 4570.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 22*nd August* 1903.

From the UNDER-SECRETARY to GOVERNMENT, Bombay,

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward to you herewith copy of a letter from the Government of India, Legislative Department, No. 1548, dated the 5th August 1903, forwarding a Bill to provide for the regulation of the possession and sale of all poisons in certain local areas, and the importation, possession and sale of white arsenic generally, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill as soon as possible and not later than the 1st October 1903.—I have, &c.,

JOSEPH BOCARRO, *for* Under-Secretary to Government.

No. 1548.

From J. M. MACPHERSON, ESQ., C.S.I.,
Secretary to the Government of India,
Legislative Department,

To the SECRETARY TO THE GOVERNMENT OF BOMBAY,
Legislative Department.

DATED SIMLA, *the 5th August* 1903.

SIR,—I am directed to forward herewith sixty copies of the papers noted on the margin, and to request that the Governor in Council will favour the Government of India in this Department with an expression of his opinion on the provisions of

A Bill to provide for the regulation of the possession and sale of all poisons in certain local areas, and the importation, possession and sale of white arsenic generally, with Statement of Objects and Reasons.

the Bill, and with the opinions of the Hon'ble the Judges of the High Court, and of such selected officers and other persons as the Governor in Council may think fit to consult on the subject.

2. I am at the same time to invite attention to the letters from the Government of Bombay, No. 2058 of the 12th March 1897, and No. 8360 of the 5th December 1899, and having regard to the opinions therein expressed with reference to Bombay Act, VIII of 1866, to ask whether, in the opinion of the Governor in Council, the repeal of that Act should be provided for in this Bill.

3. I am also to request that the Bill and Statement may be published in the *Bombay Government Gazette* in English and in such other languages as the Governor in Council may deem proper, and that the dates of publication of both may be communicated in your reply.

4. The reply to this letter should be sent in by the 1st November next.—I have, &c.,

J. M. MACPHERSON, Secretary to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, *3rd September* 1903.

The SECRETARY to GOVERNMENT,
Judicial Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 4570, dated the 22nd August, conveying copy of a letter from the Government of India, Legislative Department, and of a Bill for the regulation of the possession and sale of all poisons in certain local areas, and the importation, possession or sale of white arsenic generally.

2. The Bill has been read by the Committee and appears to them to be unobjectionable.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX CCCC.

THE NEW PERSIAN CUSTOMS TARIFFS.

Extract from a telegram, No. 69-A., dated Dalbaadin, the 25th February 1903, from Major R. A. B. Benn, H. B. M.'s Consul for Seistan, to the Hon'ble the Agent to the Governor-General in Baluchistan.

Seistan, 17th February. New customs tariff replacing *ad valorem* by specific duties, of which I was officially informed by Belgian Director only yesterday has been enforced here from 14th February ; please warn traders ; details, which are very numerous, follow. British merchants here protest, as tariff is prohibitive.

Endorsement by W. S. Davis, Esq., First Assistant to the Hon'ble the Agent to the Governor-General and Chief Commissioner in Baluchistan, No. 476, dated Quetta, the 28th February 1903 :—

An extract of the foregoing telegram is forwarded to the Secretary, Chamber of Commerce, Bombay, for information.

BRITISH INDIA STEAM NAVIGATION COMPANY, "LIMITED."

BOMBAY, *4th March* 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—For the information of your Committee we have the honor to send an extract from a letter received from Bushire in regard to the Customs Administration. The letter was received last mail, and is dated 15th February.

"After notifying the Mercantile community, two days ago, "the Customs New Tariff came into operation from yesterday. "The scale of duties now leviable on imports and exports will "have the merit of destroying the bulk of the present volume "of trade between India and Persia. Duty on specified goods "have been enhanced not only out of all proportion to those "paid hitherto but also apparently for the preclusion of the "staples of each country, and the most ridiculous feature of

"tariff is that all cased cargo, such as liquors, etc., will require "to pay on the gross weight of each case or package including "the casing and wrappers, etc.

"The hasty introduction of the Tariff has evoked feelings of "intense dissatisfaction and indignation throughout the country, "and merchants have telegraphed cancelling orders and con- "tracts for tea, etc., directly affected, until the result is known "of the agitation now being organised here and upcountry for "either the abrogation of the new Tariff and reversion to the "last scale, or for grace to complete existing orders and "contracts."

We would draw your attention to the fact that the New Tariff came into force the day after the notification was issued.

As this Tariff seems aimed at Indian produce, and will have the effect of diverting the trade into other hands, probably those of Russia and China, we think it right to send you this extract so that you may, if you think fit, lay the matter before Government.—Yours faithfully,

Per pro. MACKINNON, MACKENZIE & Co.,
A. M. MONTEATH,
Agents.

CHAMBER OF COMMERCE,
BOMBAY, *7th March* 1903.

The SECRETARY to GOVERNMENT, GENERAL DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to wait upon you with a copy of a telegram addressed to the Government of India yesterday.—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

Copy of Telegram.

"Committee, Bombay Chamber of Commerce, considering new Persian Tariff most injurious to Indian Trade, respectfully urge that telegraphic representations be made in proper quarter to procure reversion to old Tariff for six months pending negotiations."

No. 1329-S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT,

CALCUTTA, *the 7th March* 1903.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

New Persian Tariff.

SIR,—I am directed to acknowledge the receipt of your telegram, dated the 6th March 1903, and to say that it will be submitted for the consideration of the Government of India.—I have, &c.,

R. A. MANT, Under Secy. to the Govt. of India.

CIR. No. 125 OF 1903.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 20*th March* 1903.

RUSSO-PERSIAN TARIFF.

Memorandum—The following correspondence is published for the information of members of the Chamber.

W. PARSONS, Secretary.

No. 433 OF 1903.

CALCUTTA, *the 16th March* 1903.

From the SECRETARY, BENGAL CHAMBER of COMMERCE,

To the SECRETARY to the GOVERNMENT of INDIA,
FINANCE and COMMERCE DEPARTMENT.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to address you with reference to the new Persian Customs Tariff, a full translation of which appears in the Board of Trade Journal, No. 325 of 19th February 1903, copy of which was received by last mail.

2. The Committee of the Chamber have been addressed from several quarters on the subject of this Tariff, which, it is said, will inflict incalculable injury on Indian trade with Persia, and the Committee understand that you have already received a representation by wire from the Bombay Chamber of Commerce to this effect

urging that an effort be made by the Government of India to procure a reversion to the old Tariff for six months pending negotiations.

3. The Committee do not propose to comment in detail on the various items, but they would specially draw attention to the duties which are now to be imposed on Indian Tea, and which disclose a very heavy advance on the duties provided in the former Tariff. This will no doubt have a prejudicial effect on the trade in Indian Tea with Persia, for the promotion of which, as Government are aware, efforts have recently and are still being made. The Persians being a tea-drinking people, there were some hopes of extending the trade, but it is feared the heavy duties now to be imposed will form a serious obstacle to its development.

4. The Committee have already communicated to Government on more than one occasion their apprehensions with regard to the prejudicial effect of this Tariff on Indian Trade. It has now, however, been brought into actual operation, and I am instructed to say that the Committee support the suggestion made by the Bombay Chamber of Commerce that the Government of India should endeavour to secure a reversion to the old Tariff for six months pending further negotiations.

No. 1544-S. R.

CALCUTTA, *the 18th March* 1903.

From the UNDER-SECRETARY to the GOVERNMENT of INDIA,
FINANCE and COMMERCE DEPARTMENT,

To the SECRETARY, BENGAL CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter, No. 433, dated 16th March 1903, and to say that it will be submitted for the consideration of the Government of India.

APPENDIX DDDD.

EXHIBITIONS.

LOUISIANA PURCHASE EXPOSITION, 1904.

No. 3-D., dated Delhi, the 8th January 1903.

From J. O. MILLER, ESQ., C.S.I.,

Secretary to the Government of India,

To the Honourable Mr. JOHN BARRETT,

Commissioner-General for the Louisiana Purchase Exposition.

SIR,—I am directed to acknowledge the receipt of your letters of December 16th, conveying, on behalf of the Directorate of the Louisiana Purchase Exposition, an invitation to the Indian Government to participate in the St. Louis World's Fair to be held in 1904. The Governor-General in Council appreciates the courtesy shown in extending the invitation to this country, and is fully sensible of the importance to be attached to the considerations set out in your letters and the documents accompanying them.

2. The Government of India have, however, as the result of actual experience, been obliged to decide that the benefits derived by this country from participation in distant expositions are not such as to justify the Government in taking part in them. Consequently, when His Majesty's Secretary of State for India enquired whether this Government desired to be represented at St. Louis, a reply was sent to His Lordship in May last that the Government of India did not propose that India should be officially represented there, though they would gladly assist in making public the regulations of the Exhibition for guidance of private persons who might wish to exhibit.

3. The Government of India have again considered the whole question in the light of the information furnished by you and have fully weighed all the considerations referred to in your commu-

nications. They regret that they are unable to alter the decision already arrived at, and that they cannot therefore accept the invitation transmitted by you, that the Government of India should participate officially in the Louisiana Purchase Exposition. But they will give every assistance that may be reasonably possible to intending exhibitors from this country.

CHAMBER OF COMMERCE,
BOMBAY, *15th January* 1903.

DEAR MR. PARSONS,—The Hon'ble Mr. Barrett, U.S. Special Commissioner for the Louisiana Purchase Exhibition, recently addressed a meeting of the business community of Bombay convened by this Chamber. The Committee, while doubting whether there are very many directions in which Indian trade could profit by exhibiting at St. Louis, are anxious even as a matter of international courtesy to secure an opportunity to such Indian manufacturers and exporters as may desire to show their produce and products. They are uncertain how this might best be done and have asked me to find out from you demi-officially whether any specific proposal in the matter is taking shape in Calcutta.—Yours sincerely,

FREDERICK NOEL-PATON, Secretary.

W. PARSONS, ESQ.,

No. 127 of 1903.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *23rd January* 1903.

Louisiana Purchase Exposition.

DEAR MR. PATON,—In reply to the enquiry in your letter of 15th instant, a Special Committee was appointed after the Hon'ble Mr. Barrett's address to the members of this Chamber to consider the question of the representation of Bengal and Assam at the above exposition and the steps to be taken in connection with it. The matter is now under the consideration of this Special Committee, who hope to report very shortly to the Committee of the Chamber with regard to it. The feeling generally on this side is that, to ensure a large and general exhibit of Indian products and manufactures, the organisation should be undertaken by Government, and that unless Government themselves contribute a good exhibit of arts, curios, wood-

works and minerals, as in the case of the Paris Exhibition, there would not be much prospect of securing a separate Indian Pavilion in which the Committee think Indian exhibits should be concentrated. The Committee will probably suggest to the Government of India that the Indian Chambers of Commerce generally should be consulted as to what exhibits are likely to be sent from their respective spheres of influence, on receipt of which information Government would be able to decide whether they would organise a general exhibit of Indian arts and manufactures. I will send you copy of my letter in a few days.—Yours sincerely,

W. PARSONS.

FREDERICK NOEL-PATON, ESQ.,
Chamber of Commerce, Bombay.

No. 214 of 1903.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 11*th February* 1903.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Louisiana Purchase Exposition.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to forward, for the information of your Committee, copy of a letter, addressed by the Committee of this Chamber to the Secretary to the Government of India, Finance and Commerce Department, suggesting that India should be represented at the forthcoming Exhibition at St. Louis, and that the Government of India should take charge of the representation. You will see from the letter that the Committee have also suggested that Government should place themselves in communication with the other leading Indian Chambers of Commerce on the subject; and perhaps your Committee could see their way to taking up the matter themselves with Government.—Yours faithfully,

W. PARSONS, Secretary.

Enclosure :—

Copy of letter No. 208—1903 of 10th February 1903 to the Secretary to the Government of India, Finance and Commerce Department.

No. 208—1903.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, *10th February* 1903.

From the SECRETARY, BENGAL CHAMBER of COMMERCE,

To the SECRETARY to the GOVERNMENT of INDIA,
FINANCE AND COMMERCE DEPARTMENT.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to forward, for the information of the Government of India, copy of the Proceedings of a meeting held in the rooms of the Chamber on Monday, the 15th December 1902, at which an address was given by the Hon'ble Mr. John Barrett, Commissioner-General from the United States Government to Asia and Australasia for the Louisiana Purchase Exposition.

2. In the course of this address Mr. Barrett, after po
the advantages which would accrue to India from a large
prehensive exhibit of the products and manufactures of this
referred to the question of the procedure necessary for its s
organisation, and suggested that a Commission should be ap
as early as possible, to carry on the work. His remarks on thi
will be found on pages 12 and 13 of the enclosed pamphlet. S
after the address was delivered, the Committee convened a s
meeting, at which the question of the representation of Bengal
Assam at the Exhibition was discussed with several leading men
of the mercantile community. There was an unanimous expre
of opinion at the meeting that India should be represented a
Exhibition, and, moreover, that the exhibits should be on a scal
keeping with the importance of the Indian Empire. It was also f
however, very strongly that the desired end could not be attain
unless the matter was taken in hand by the Government of India a
the necessary organisation provided by Government, and it is wi
reference to this special preliminary point that I have now the honou
to address you.

3. The Committee are of opinion that with a good organisation a large and comprehensive exhibit of Indian products and manufactures might be contributed to the Exhibition. The special articles they have in view as connected with the trade and commerce of India are

Tea, Indigo, Shellac, Jute, Jute manufactures, Timber, Rice, Cereals, Silk and Silk goods, Cotton and Cotton goods, Minerals, Carpets and possibly many other articles. Though perhaps not placing quite as high an estimate on the benefit which would accrue to India from contributing to the Exhibition as that expressed by Mr. Barrett in his lecture, the Committee are of opinion that both direct and indirect benefit would result to the trade of the country. Looking at the matter from another point of view, the Committee consider that India should be represented as a matter of international courtesy alone. Sooner or later there is almost certain to be another International Exhibition in this country, and in that event it would be extremely disappointing if America as a country did not exhibit.

4. The Committee feel, however, that in order to make the exhibit as attractive as possible, and fully representative of the country, it should not be confined simply to products and manufactures. They would suggest that it should also include the art manufactures of India, gold, silver and other metals, embroideries, pottery and also carvings and minerals. But they would point out that this department of the exhibit could not be contributed by the mercantile community but must be collected and shown by Government itself. The Committee have little doubt that if the Government of India took the matter in hand and appointed a Commission, a very successful and representative exhibit might be organised. The list of the miscellaneous articles which might be shown could be almost indefinitely prolonged, but in this letter the Committee would simply refer to such exhibits as sportsmen's trophies, diagrams of plants, fibres, machinery, &c., used in the manufacture of articles, stamped cloth from Peshawar, Berhampur cloth, Dacca muslins, Rampur chudders, models of Indian people, villages, &c., palanquins used by Native Chiefs, models of Tea factories, machinery, &c. The number of articles of interest shown in the Economic and Art sections of the Indian Museum at Calcutta sufficiently indicate what might be done, and most of these being absolutely new to American people, would doubtless possess very great interest for them.

5. I am, therefore, directed to suggest that, with the view, not only of developing trade between the two countries, but also as a matter of international courtesy, India should be represented at the forthcoming Exhibition at St. Louis, and that, as the isolated efforts

of different sections of trade would not be sufficient to secure a satisfactory exhibit, the Government of India should take charge of the representation. The Bengal Chamber of Commerce and its Associations would co-operate in arranging for exhibits of products and manufactures, and I am to suggest that Government should communicate with the other leading Indian Chambers of Commerce to ascertain what is likely to be done in Madras, Bombay, the United Provinces and Burma. The Committee would venture to hope that there would be sufficient encouragement to arrange for an imposing Indian Pavilion of Indian architecture at the Exhibition, and they await with interest an intimation of the intentions of Government in connection with the matter.—I have, &c.,

W. PARSONS, Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 20*th February* 1903.

The SECRETARY to GOVERNMENT,

GENERAL DEPARTMENT, BOMBAY.

SIR,—The Committee of the Bombay Chamber of Commerce direct me to inform you that in the beginning of January last they invited the leading members of the business community in Bombay to a meeting at which the Hon'ble Mr. John Barrett, the Special Commissioner of the United States Government for the Louisiana Purchase Exposition to be held in 1904, explained the objects and scope of that exhibition and its possible bearing upon Indian Trade. The Committee were in some doubts as to the precise direction in which Bombay Trade would be most likely to profit by participation in the exhibition, and as to the specific measures to be taken to that end. They learned that the questions were already under discussion by the Bengal Chamber of Commerce, and in the interests of unity of action they decided to await formulation of that body's proposals. A copy of a letter addressed by the Bengal Chamber to the Government of India on the 10th instant has now been received, and I have, under the instructions of the Committee, the honour to express to you their general approval of the recommendations made therein. Without any extravagant expectations as to the material advantage to be derived

from the exhibition by Indian commerce in the face of patent obstacles to the importation of foreign commodities into America, they believe that even as a matter of international courtesy and in recognition of the large sums of money sent by America to India in times of famine India ought to be adequately represented. They further share the opinion of the Bengal Chamber that if such representation is to be effected, the organization should be carried out by Government, as the Indian section might otherwise fail through want of unity of scheme.—I have, &c.,

J. M. DICK, Chairman,

FREDERICK NOEL-PATON, Secretary.

No. 1157 of 1903.

GENERAL DEPARTMENT,

BOMBAY CASTLE, *5th March* 1903.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 20th February 1903 regarding the participation of Government in the Louisiana Purchase Exposition to be held at St. Louis in 1904, and to state that it has been forwarded to the Government of India for consideration and orders.—I have, &c.,

A. M. T. JACKSON,

Acting Secretary to Government.

No. 1216 of 1903.

GENERAL DEPARTMENT,

BOMBAY CASTLE, *7th March* 1903.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to state, for the information of the Chamber of Commerce, that the Government of India have decided that India will not be officially represented at, or participate officially in, the Louisiana Purchase Exposition to be held at St. Louis in 1904, but that every assistance that may be reasonably possible will be given to intending exhibitors from India. The Government of India have not

yet decided what concessions or assistance it may be desirable to grant, and their decision will depend in the main upon the number and importance of intending exhibitors.—I have, &c.,

A. M. T. JACKSON,
Acting Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 20*th March* 1903.

The Hon'ble MR. W. T. FEE,
Consul, United States of America, Bombay.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to inform you that a reply has now been received to the Chamber's representation to Government on the subject of participation by India in the Louisiana Purchase Exposition to be held at St. Louis in 1904. This reply the Committee regret to find is to the effect that India will not be officially represented at or participate officially in the Exposition, but that every assistance that may be reasonably possible will be given to intending exhibitors from India. It is added that the Government of India have not yet decided what concessions or assistance it may be desirable to grant and that their decision will depend in the main upon the number and importance of intending exhibitors.

I am to beg that you will be so good as to communicate these facts to the Hon'ble Mr. John Barrett who was good enough to address the business community on the subject of the Exposition with a renewed expression of their thanks to him for having done so and of their regret that Government of India has not seen its way to give effect to the recommendations made by them.—I am, &c,

FREDERICK NOEL-PATON, Secretary.

No. 1071—3-10.

CALCUTTA, *the 25th March* 1903.

From J. O. MILLER, ESQ., C.S.I., Secretary to the
Government of India, Dept. of Revenue and Agriculture,

To the SECRETARY, BENGAL CHAMBER of COMMERCE.

SIR,—I am directed to reply to your letter No. 208, dated the 10th February 1903, in which the Chamber of Commerce suggest that India should be represented at the forthcoming Exhibition at

St. Louis on a scale in keeping with the importance of the country, and that the Government of India should, to secure this end, provide the necessary organization.

2. The desirability of the Indian Government's participating officially in the Exhibition had already, prior to the receipt of your letter, received the careful consideration of the Governor-General in Council, and I am to enclose, for the information of the Chamber, a copy of a letter * which was addressed to the Honourable Mr. Barrett, in which the reasons which led the Government to decline his invitation are briefly stated. The Government of India have now again given their careful consideration to the matter in the light of the arguments put forward in your letter, but are unable to alter their decision.

3. Though it is not considered expedient that the Government should participate officially in the exhibition, which would involve the representation of the many products and industries of the Indian Empire on a suitable scale, the Governor-General in Council fully concurs in the view expressed by the Chamber that there are certain industries in India, and more especially the Tea and Coffee industries, which would benefit by being represented at the Exhibition. If, therefore, the Indian Chambers of Commerce will arrange for the representation of such Industries, the Government of India, on being furnished with particulars of the measures it is proposed to take and with an estimate of their cost, will be pleased, as on former occasions, to supplement the contributions of the commercial and industrial associations by a grant-in-aid from public funds. In the case of the Tea industry it would doubtless be possible in addition to secure a contribution from the Tea Cess Fund now about to be constituted.

4. If the associated Chambers of Commerce consider it advisable to be represented on the spot by a Commissioner to be appointed and paid by them, the Government of India would further be willing (provided of course that the selection met with their approval) to propose to the Secretary of State that he should be given the advantage of an official standing, by the inclusion of his name among the British Commissioners for the Exhibition as in special charge of Indian Exhibits.—I have, etc.,

J. O. MILLER, Secy. to the Govt. of India.

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* No. 3-D., dated 8th January 1903.

CHAMBER OF COMMERCE,
BOMBAY, *4th April* 1903.

THE SECRETARY, BENGAL CHAMBER OF COMMERCE, CALCUTTA.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 504 of the 26th March last with enclosures relating to the Louisiana Purchase Exposition, and to say that in view of the terms of the replies made by Government to the representations of our respective Chambers, the Committee do not at the moment see how they can take any effective steps to the end had in view, but would be glad to hear any suggestions your Committee may be able to make.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 2046 of 1903.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 21*st April* 1903.

TO THE CHAIRMAN, CHAMBER OF COMMERCE, BOMBAY.

SIR,—In continuation of my letter No. 1157, dated the 5th March 1903, regarding the participation of Government in the Louisiana Purchase Exposition to be held at St. Louis in 1904, I am directed to forward, for the information of the Chamber of Commerce, copies of letters addressed by the Government of India to the Commissioner-General for the Exposition and the Bengal Chamber of Commerce on the subject.—I have, &c.,

ALEX. M. KING,
for Secretary to Government.

BOMBAY, 1*st May* 1903.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—As we understand that it has been definitely decided by the Indian Government to take no steps officially with regard to the St. Louis Exhibition we fear that, unless some organized plan be devised by which Indian exhibitors can combine their shipments, the

cost of transit and the difficulties of despatch will be so serious as to prevent many manufacturers, &c., from availing themselves of the opportunity that is afforded them for the display of their wares on the above occasion. We may mention that we arranged the transit of the entire Indian Exhibit for the Chicago Exhibition, and which, as you are probably aware, was collected by Mr. Tellery, who was appointed by the Government as the Indian official representative on that occasion. It may interest you to know that about 2½ lakhs of Indian goods were then sent from Bombay, and which consisted mainly of the following :—

	Rs.
Cabinetware and Furniture	75,000
Earthenware and Porcelain	23,000
Jewellery	72,000
Manufactures of other goods including Carpets...	60,000

For the three years prior to the Exhibition the average exports to America were Rs. 1,13,000, while the total exports in 1901-02 were 14¾ lakhs. The manufacture which appears to have derived special benefit from the Exhibition is Carpets which averaged prior to the Exhibition Rs. 7,000 a year and increased since to Rs. 7,94,926 in 1901-2. Owing to the plague during the last seven years India has been visited by very few Americans relatively, and we think the present Exhibition would afford an opportunity of bringing before the public in America the manufactures of this country, and the result would probably be to increase the exports to America, and possibly also to increase the influx of visitors to India. We are acquainted with most of the manufactures on this side of India, and we shall be glad to undertake the collection of Exhibits and to arrange for their transit through to St. Louis and for their care while in the building. This will, of course, entail a very large amount of labour and expense both in collecting exhibits from all parts of the country and in organizing a system by which goods can be conveyed from Bombay and placed on exhibit with the least possible trouble to exhibitors. We shall be disposed to undertake this, provided some official or semi-official position be given to us, as well as some consideration be made to us for the expenses involved. We are in correspondence with our New York agents with the view to arrange freight on through Bills of Lading at inclusive rates from

Bombay through to the Exhibition Building in St. Louis on the same lines as we adopted in the case of the Chicago Exhibition. It will be necessary for a member of our firm to superintend the arrangements there, and our Principal, who was largely interested in the following Exhibitions and is well acquainted with the business of handling freight in America, can place before exhibitors the benefit of his experience, and which we think will tend to ensure the success of an organized system of Exhibits from this country :—

Paris	Exhibition	...	...	1878
Philadelphia	„	...	...	1876
Liverpool	„	...	...	1886
Chicago	„	...	...	1893

In addition to arranging for the display of exhibits which are not personally superintended by the exhibitors' representatives we shall be glad to enter into negotiations for the sale of goods in the Exhibition Building. If our present proposal commends itself to your Committee, the favour of a reply at an early date will oblige.—Yours, &c.,

LATHAM & Co.

APPENDIX EEEE.

COMMERCIAL MISSION TO PERSIA.

No. 2112.

FROM THE UNDER-SECRETARY TO THE GOVERNMENT OF INDIA,
In the Foreign Depart.,

TO THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

Dated Simla, the 7th September 1903.

SIR,—Major P. M. Sykes, C.M G., His Britannic Majesty's Consul at Kerman, has suggested that it might be advantageous to the interests of Indian trade if a Commercial Mission were to visit South-East Persia, and the friendly attitude of the Persian Governor-General of Kerman renders the present time favourable for such a Mission.

2. I am to enquire whether the Bombay Chamber of Commerce are disposed to send a Commercial Representative to examine the Kerman Province and then to proceed to Eastern Persia and Seistan.

3. An identical communication is being addressed to the Bengal Chamber of Commerce. Should the Chambers be prepared to entertain the suggestion, the Government of India will, of course, be ready to furnish general information and assistance and they will also consider the desirability of deputing a Government Engineer to accompany the representative or representatives of the Chambers.—I have, &c.,

J. RUSSELL,
Under-Secretary to the Government of India.

CHAMBER OF COMMERCE,

BOMBAY, 16th September 1903.

THE UNDER-SECRETARY TO THE GOVERNMENT OF INDIA,
Foreign Department, Simla.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 2112 E/A, dated 7th September, in which it is

suggested that the Chamber should appoint a representative to serve on a Commercial Mission to Kerman, Eastern Persia and Seistan. I am to convey to Government the best thanks of the Committee for the opportunity of considering this proposal, but to add that it would facilitate a decision in the matter if you could inform them what part of the expenses would fall to be borne by the representatives of the Chambers or by the Chambers deputing them.—I have, &c.,

J. M. DICK, Chairman.

FREDERICK NOEL-PATON, Secretary.

No. 2583 E.A.

FROM THE UNDER-SECRETARY TO THE GOVERNMENT OF INDIA,
In the Foreign Department,

TO THE SECRETARY, BOMBAY CHAMBER OF COMMERCE, BOMBAY.

Dated Simla, the 28th October 1903.

Sir,—I am directed to acknowledge the receipt of your letter, dated the 16th September 1903, regarding the incidence of the cost of the deputation of a representative of your Chamber on a Commercial Mission to South-East Persia.

2. In reply, I am to say that the Goverment of India are prepared to grant to the delegate nominated a sum to be agreed on as representing actual travelling expenses, including the cost of locomotion for the individual and a reasonable amount of baggage and camp equipage.—I have, &c.,

J. RUSSELL,

Under-Secretary to the Government of India.

CHAMBER OF COMMERCE,

BOMBAY, 10th December 1903.

THE UNDER-SECRETARY TO THE GOVERNMENT OF INDIA,

Foreign Department, Calcutta.

SIR,—With reference to the proposed Commercial Mission to Persia and the correspondence ending with your telegram No. 2809 E. A., dated the 3rd current, I have the honour to inform you that

the Committee of the Bombay Chamber of Commerce have been obliged to abandon for the present the idea of sending a delegate. They had understood from the terms of your letter No. 2112 E. A., dated the 7th September, that the Mission was to start soon after that date; and this consideration has governed all their action in the matter. The Secretary of the Bengal Chamber of Commerce informs them, however, that, in conversation with him on the 4th instant, you indicated that the Mission might not start till spring and might last six months. Either of these conditions would by itself be enough to debar the representative whom the Chamber had found. It seems to my Committee improbable that any one having the requisite qualification and standing in business would be able to absent himself from his own business for six months unless he were given such substantial remuneration as this Chamber is not in a position to furnish.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

ANNUAL GENERAL MEETING.

THE annual general meeting of the Members of the Bombay Chamber of Commerce was held in the rooms of the Chamber on Wednesday, 17th February 1904, at noon, to transact the following business:—

1. To receive the report of the outgoing Committee.
2. To confirm the nomination of the Members of the new Committee made in accordance with Section 12 of Rule VII.
3. To confirm the following Resolution :—That Myrabollam Powder be added to the Chamber's Tonnage Schedule and the Scale be fixed at 15 cwt. to the Steamer Ton.
4. To confirm the following Resolution :—That Rule XII of the Chamber's Measurement Rules be rescinded and the following substituted :—XII. Certificates of Measurement shall be issued to Shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.
5. To confirm the following Resolution :—" In case of Vessels holding a certificate from Lloyd's Surveyor or another recognised Marine Surveyor that the Peak, Poop, Bridge Deck, Shelter Deck and/or Awning Deck of such vessels is/are fit to carry dry and perishable Cargo, and provided always that at time of chartering or of the issue of Shipping Order, as the case may be, no express arrangement has been made to the effect that Cargo is not to be stowed in such spaces, such spaces shall be regarded as part of the ordinary stowing space of the Vessel, and Charterers under a Charter and/or Shippers under a Shipping Order shall be bound to supply Cargo to load in such spaces, and owners shall be bound to place such spaces at the disposal of Charterers and/or Shippers for the stowage of Cargo therein, and Freight in respect of Cargo so stowed, shall, unless otherwise specially arranged between the contracting

parties, be payable at the full ordinary rate contracted for under the Charter or Shipping Order as the case may be."

6. To confirm the following Resolution :—"It is the opinion of the Chamber of Commerce that Pockets of Cargo of any kind ought not to be of greater dimension than 20" × 26" and ought not to contain more than 56lbs."

And to transact any other business that may be brought forward.

The Hon'ble Mr. J. M. Dick presided.

Among those present were:—Mr. H. E. E. Procter, Mr. C. H. Armstrong, Mr. F. A. Reddie, Mr. F. W. Bickel, Mr. P. Brennwald, Mr. R. G. Monteath, Mr. Nigel F. Paton, Mr. H. Courtenay Wright, Mr. Marshall Reid, C.I.E., Mr. Sassoon J. David, Mr. S. M. Moses, Mr. Donald N. Graham, Mr. N. S. Glazebrook, Mr. J. Begbie, Mr. R. R. Ross, Mr. A. K. Leslie, Mr. C. H. B. Forbes, Mr. W. F. Hamilton, Mr. H. F. Wagstaff, Mr. A. M. Tod, Mr. H. Wenden, C.I.E., Mr. J. Humphrey, Mr. B. H. J. Rustomji, Mr. W. C. Symes, Mr. E. Scarpa, Mr. William M. Bell, Mr. A. Abercrombie, Mr. C. F. Meyer, Mr. E. Yeo, Mr. C. Vernon, Mr. Robert H. Elliott, Mr. D. M. Inglis, Mr. J. N. Metaxa, Mr. D. N. Glade, Mr. Vijbhucandas Atmaram, Mr. J. Black, Mr. Kalianji Amerchund, Mr. V. Milward Bason, Mr. H. E. Harrington, Mr. W. G. Whyte, and Mr. Frederick Noel-Paton, Secretary of the Chamber.

THE CHAIRMAN'S SPEECH.

The Chairman, in moving the adoption of the report, said :—Gentlemen,—The annual report has been in your hands for some days and in moving that it now be adopted, I have to remark upon a few of the principal subjects which have engaged the attention of the Committee since we last met in general meeting. I do not know whether you consider it a matter for congratulation or otherwise, but the fact remains that, during the past year, we have had no occasion to call a general meeting of the members of the Chamber. This does not mean that the Committee have felt themselves fully competent to dispose of all subjects brought up. On the contrary we have freely availed ourselves on several occasions of the expert knowledge of members outside the Committee on various questions, and to those who have thus assisted the Committee their thanks are now accorded, especially I should add to our legal members to whose professional

time I have always felt the Chamber has no real claim, but whose service is always rendered so willingly. At the last annual general meeting we passed an unusually long list of resolutions, some of them altering and amending the rules of the Chamber, others introducing new regulations governing arbitrations and the settlement of disputes, etc. I am glad to inform you that these have been found to work well, to save the time of the Committee, and so far as we have been able to ascertain have met with the approval of those who have had occasion to appeal to us. Our rules regarding arbitrations are not yet as complete as they might be. It will remain for another Committee to bring them into line with the modern requirements of the many and varied questions of dispute referred to a Chamber of Commerce. I understand the Bengal Chamber has almost completed an entire recasting of its rules on this subject so as to bring them into proper connection with the Arbitration Act. A future Committee doing this for our Chamber will be doing good work for us all.

Your Committee in the past year has had no formal discussion upon the great fiscal question now so prominently before the whole British Empire. On the two or three occasions when we informally talked of it the diversity of opinions found even amongst the small Committee appeared to indicate the hopelessness of obtaining anything like unanimity for any resolution that could be suggested to a general meeting. Besides this practical difficulty the constitution and traditions of this Chamber have always been cosmopolitan, and to ventilate even imperial questions in a cosmopolitan assembly appeared unlikely to produce a harmonious meeting. We therefore, for the time being, allowed the matter to rest. I have no doubt, however, that the question will come before you in due course in the form of a request from Government, for your opinion. Far be it from me even remotely to suggest what form that opinion should take, but let me express the hope that it will not be founded upon any party feelings, upon any veneration for old war cries, but solely and entirely upon well considered views as to how any proposed fiscal change will affect the welfare of this country in whose development we are all so closely interested.

IMPROVED RAILWAY COMMUNICATION.

In the continued absence of anything affecting the currency question beyond a deep and growing satisfaction that the great experiment of 1893 seems to be working most excellently, the question of improved

railway communication with Bombay has again, gentlemen, as usual, been the most important subject dealt with. A year ago I spoke at considerable length and looking back, perhaps with unnecessary vehemence, upon the manner in which Government had treated the continued representations of this Chamber for increased railway facilities towards the Port of Bombay. I am glad to appear before you in a happier mood on this subject to-day and to be able to refer with a certain amount of cheerfulness to the report in your hands. The construction of the Nagda-Bara-Muttra Railway for long considered the project most important for the further development of trade with Bombay appeared a year ago to be about as far off serious consideration by the Government as it was in 1897. Now, however, it is with satisfaction your Committee have to report that they have received information that the final survey of this line had been sanctioned and commenced. We are yet a long way off the fruition of the hope deferred which has been our portion so long, and it will take time before this line can be completed and begin to assist our export trade, but it is something to have its final survey taken in hand and to know that the line is going to be made. How much of this improved position is due to the persistence of successive Committees or how much to the splendid surplus in railway earnings which the coming budget is sure to shew, we need not be particular to enquire about. The surplus should, I think, make Government more ready to borrow money freely for investment in such excellently remunerative concerns as new Indian railway lines. We may hold different views about the advisability of a bold foreign policy or a bold educational or other programme, but there is and can be but one view in this country as to the advantage to all classes and interests of a bold and extensive policy in the matter of railways by the Government of India. In calling attention to this I take the opportunity of acknowledging the strong support the Government of Bombay has always acceded to this Chamber's recommendations about railways to the Government of India.

LOSS OF TRADE.

While your Committee have steadily kept in view this new line we have found by no means for the first time that our existing lines are at certain seasons unable to carry the traffic offering, with the result of absolute loss to themselves and absolute loss of trade to the Government and to the merchants here. The shoe pinches at two

distinct points. We can call them the toe and the heel, the toe that Section of the G. I. P. Railway between Khandwa and Itarsi specially, and the heel, the Wari Bundef receiving yard in Bombay. I shall not go into details of the delays. It is enough to say that much actual business was lost, and large though last export season was, it might have been larger had the railway been able to cope with the business offering. I say the railway and I mean it, the actual track, not the Railway Administration which we are satisfied has done all that can be done with the means at its disposal. It is a great matter that there is no difference of opinion between the G. I. P. Railway and ourselves in this matter, nothing to waste time arguing about. We both wish the same thing and we find the Railway Administration pressing for sanction to carry out just what we recommend. Further, we have not only the sympathy but the strong and active support of the Secretary to Government, Railway Department, Mr. Anderson, and besides the effecting of numerous small improvements such as new crossing stations, more rolling stock, increased speed, etc. I have lately learned that the works where we mainly seek relief from the pinch are shortly to be taken in hand.

In connection with the Port of Bombay itself it is with great satisfaction I inform you that the project for the New Dock referred to at this meeting a year ago has made great progress during the last twelve months. For some months past work has been going on higher up the harbour preparing for the trades which will be displaced by the location of the New Dock on the Trustees' Mody Bay estate, and within a few weeks you will in all probability hear that the contract for the main works of the New Dock has been signed. And not too soon. During the past twelve months on more than one occasion large steamers of deep draught have had to leave the present docks before completion of loading in order to save being neaped. This, of course, is quite an unusual occurrence, but its occasional happening indicates that the Port authorities are acting wisely in hastening the construction of a New Dock.

I venture to prophesy that before the next annual general meeting of this Chamber a considerable transformation will have taken place at Mody Bay, and a beginning will have been made to what will make Bombay by far the best port in the East in the matter of dock accommodation. Gentlemen, we are peculiarly fortunate in having Mr. Hughes to look after our interests at the port. I think in an

assembly like this I am paying him a high compliment in saying that he is the man who would make a most successful merchant. It is no small thing to plan and carry out so far as it has gone—and the preliminary work in such an undertaking is enormous—a scheme which is to cost between 3 and 4 crores, and it is a much bigger thing to see the end clearly from the beginning as far as human foresight can provide for anything. That end is the Port of Bombay provided with a third dock replete with all modern requirements for steamers of a size far in excess of anything likely to be afloat for many years to come and this accomplished without the ratepayers, that is you and me, gentlemen, having to pay any higher rates on our shipping and cargo than we do at present. And our present rates are considerably lower than those charged in other Indian ports. It is a great scheme and will immensely improve our port.

RED SEA LIGHTS.

In referring a year ago to the Red Sea Lights I reckoned without my host, the host in this instance being the Turkish Government. There has been great delay in lighting the new lanterns, and a position of considerable danger was created by Government issuing a notification that after 1st October 1903 they would be lighted, when as a matter of fact, for weeks thereafter, they were not lighted! But it is satisfactory to be able to report now that the lighthouses are in working order and the lanterns are lighted, an immense boon to traffic passing up and down that dangerous sea.

TELEGRAPHIC CODE WORDS.

I have to refer to one more subject to which I alluded a year ago, the subject of telegraphic code words. I then classed your Committee's action in this connection as about the most important work they had done, and I have now to add that the success which has crowned their work is far in excess of anything they anticipated. You remember, gentlemen, how for years the inconvenience of an official vocabulary was threatened, how by somewhat uncertain means the International Telegraph Bureau took steps to ascertain all the telegraphic code words in use, how it proceeded to rule out a whole host of excellent code words because they were somewhat archaic (we found no less than 41 such words omitted from one page of the proposed official vocabulary in the English language alone), how we pressed that the vocabulary, if it came at all, must comprise every inflection, ordinary or archaic, of every

word in the eight languages permitted for code purposes, how we urged Government to instruct its representatives to the International Telegraph Conference in this sense, and how we impressed our views upon other Chambers in India and the Farther East, in Great Britain and on the Continent. These were the steps taken, that was the agitation started by this Chamber. Well, gentlemen, the International Telegraph Conference met in London last May, and the delegates from all countries went there practically pledged to support the views of this Chamber. So far from merely doing so they went a good deal further in the direction we wished. The Conference rescinded the previous resolution in respect of adopting an official vocabulary, and resolved that for code purposes any combination of letters not exceeding ten in number, provided it is pronounceable, will be passed as a code word. We wish for nothing better. We can hope for nothing better. Most of you, gentlemen, must know more or less about codes. We have been working away for years with a maximum of about one million available and suitable words. As our indication of what this new resolution means I may mention that a great firm of code word authors is even now busy issuing an edition of four hundred million words, all suitable for code purposes and chosen with a care of the safeguards for telegraphic use which marks all the works of the authors. This question of the official code vocabulary commenced to receive the attention of this Chamber in 1890. The report in your hands records the success which has crowned the consistent labours of successive Committees for many years. I may be wrong. My impression is that a sort of apathy had come over the mercantile world in connection with this official vocabulary, a sort of feeling that the telegraph officials had won the day and that the vocabulary was inevitable. And that this Chamber was the first to re-arouse the slumbering antagonism of all traders to the iniquity and folly of that vocabulary. If so, gentlemen, we may congratulate ourselves upon a long fight successfully won.

CUSTOM HOUSE ADMINISTRATION.

Coming now to matters dealt with in the year under review I have to call your attention to the action of your Committee in connection with Custom House administration. This branch of Government touches merchants perhaps more closely than any other, and we felt after full consideration that the Imperial Government did not give it quite a fair chance. We live in an age when everything is to a

large extent specialized. But the Customs administration of the large Indian ports has not hitherto been so specialized. The Department is controlled by members of the Indian Civil Service, a body of public servants unequalled in ability, industry and administrative capacity in any other country. But its officers cannot know everything, though it is only bare justice to them to add that they are expected to know everything, and probably do know most things. Believing, therefore, that a change in the direction of specialization would be equally advantageous to Government and to the mercantile community your Committee asked Government to consider the advisability of creating an Imperial Customs Service, a service to be recruited, I should think, most suitably from the junior ranks of the Indian Civil Service, either by selection or by volunteering, a service which civilians of perhaps 4 or 5 years standing would elect as their particular special branch of work, in the same way as others select the judicial or political branches of the Civil Service. Such a special body of men would, in our opinion, be found most suitable, would obviate the necessity of the proposed changes of Collectors and Assistant Collectors referred to in the report, and would provide for a continuity in policy and administration on the part of the Customs Department so necessary to the proper and smooth working of a merchant's or ship agent's business. We have just had a reply from Government to this representation, in which the reasonableness of our request is admitted, and a proposal in the direction indicated by us is made. I shall not go into details, as it will fall to the new Committee to comment on this proposal, but will merely say that though it is a step in the right direction it does not, in my opinion, go nearly far enough in the way of specialization and continuity of administration.

I would like to add here that of late the relations between your Committee and the Collector of Customs have been of a most satisfactory character. Our references have met with prompt and courteous attention, and a good many minor matters tending to facilitate merchants' business with the Custom House have been suitably arranged and one marked improvement has been conceded in answer to our application. I refer to the hours during which Customs work may be transacted. In July last the Collector intimated that the ordinary business hours would in future be from 9 a.m. to 6 p.m. instead of as formerly from 10 a.m. to 4 p.m. And

I would not like you to think, gentlemen, that in all your Committee's applications to the Collector the rights and common sense of the question are on their side. If you will refer to the report you will find at least two instances where the Committee asked for something considered quite reasonable and something quite simple for the Collector to do or to concede, but in which, after patiently investigating and carefully considering, the Collector found it impossible to meet the views of the Committee; both these adverse decisions being fully acquiesced in by the Committee as being proper and reasonable. Nothing makes the relations between men or between public bodies or departments more satisfactory than difficulties freely discussed and amicably settled.

NEW MAIL CONTRACT.

Another subject which came before us during the past year was the new mail contract. As you know, the present contract with the P. & O. Company terminates on 31st March 1905, and as such matters take a long time to arrange we wished to be forward with our views as to the terms which in our opinion would be suitable for the next contract. You all know what the Committee recommended and you all saw in the daily papers the discussion which the publication of their letter to Government evoked. I do not know upon which side of the controversy you ranged yourselves, but I wish to identify myself very closely with the views expressed by us in our letter to Government as being neither unreasonable nor impossible nor impracticable. We advocated an acceleration of 72 hours on the present contract time between London and Bombay, that is, the delivery of a mail leaving London on Friday evening not later than noon of Wednesday in Bombay. The present time allowed to the Steamship Company is 302 hours between Brindisi and Bombay, bringing the time up to noon of Saturday for arrival here. Of the 72 hours we wish saved a good many can be taken out of the train service to Brindisi or whatever port may be fixed upon, and your Committee saw no reason to recommend any other port in preference to Brindisi. The European port of departure and arrival of all Eastern mails is, I imagine, a matter of some importance to the country in which it is situated, and that country would, we believe, meet the postal authorities in the matter of arranging a thoroughly modern express train service. The remainder of the saving of 72 hours has to be met by increased speed of the steamers. We estimate that an 18 knot service would do.

Others consider 18½ or 19 knots would be necessary. We need not seriously concern ourselves about this small difference. When we consider the great improvement in modern steamers since the commencement of the last contract; when we consider that even now the contractors frequently with ease save some 30 hours and have on more than one occasion saved 50 hours; when we consider that the contract is likely to be for a long period of years, I put it to you: Are we asking too much in recommending a delivery 72 hours earlier than at present? Are we to be content to be bound for the next 10 or 15 years to get our letters regularly on Fridays or at the good will of the contractors sometimes on Thursdays? I heartily condemn any such suggestion. We recognise that the service we want will require something faster than we are accustomed to see in Eastern waters, and as time will be required to provide the necessary fleet we have modified our recommendation by a proviso that for the first three years an acceleration of 48 hours only might be accepted. But what we really want is our mail steamers arriving regularly in Bombay on Wednesday mornings at daylight. This is about 6 hours earlier even than we have asked, but for that 6 hours we look to the Company should the contract happily fall to the present holders which for the honor of its great name may be trusted not to fail us. You must bear in mind, gentlemen, that we have approached the subject only from the point of view of the carriage of mails, not of passengers. That is another question into which I resist the temptation of entering. We very clearly recognise that such a contract as we have recommended will cost money—a lot of money—but in our view public money spent on the actual improvement and acceleration of inter-imperial communications could not be put to better outlay. There will undoubtedly be considerable opposition to our views and arguments against the terms we suggest imposing. The arguments, however, will be old; we have heard them all on the occasion of arranging previous contracts, and the opposition must in the end give way to modern requirements. It is for Government to state its conditions and to be liberal in its consideration of the tenders received. We sincerely hope the conditions required will not be less up to date than those we have suggested.

TOWN DUTIES ON OCTROI.

I introduce now another question which though it has perhaps occupied more of the Committee's time than any other is only now at an early stage of development, and is one which I expect and trust

will occupy the attention of succeeding Committees. I refer to town duties on octroi. Octroi is an old-fashioned out-of-date method of raising municipal revenue by taxing certain articles of food and drink consumed in the city. As enormous quantities of foodstuffs come into the city and are re-exported, the levy of the tax is accompanied by a system of refunds upon the quantities exported. Around this system of refunds a group of most irregular and improper evils has sprung up, into the details of which I need not enter, but which are as freely acknowledged by the authorities as they are well-known to the Committee. We have had much correspondence with the Municipal Commissioner and two conferences, and we have to record our appreciation of the courtesy with which he has met us and the patience which he has expended in investigating our references. Briefly your Committee, while taking up the standpoint that an octroi tax was unsuitable and tended to hamper trade, decided to go into the question of possibly substituting an over all small duty on all presently taxed articles without any refund on re-export which would leave to the Municipality a revenue about equal to that which it at present enjoys—roughly about 10 lakhs. The preparation of the necessary data gave our Secretary an immense deal of trouble. When complete and submitted to the Municipal Commissioner it was found that a misunderstanding between the Commissioner and the Committee had arisen which need not delay us but which brought the paper back to us for further consideration. In the interval, however, the impression had been growing on the Committee that they were, so to say, on the wrong track, that they were approaching the question from the wrong standpoint, that whichever way looked at it even a trifling non-refundable duty amounted in practice to a transit tax on trade—a tax which, apart altogether from the improbability of Government sanctioning it—it would be most unwise for the Committee even to suggest in any shape or form. So we entirely abandoned that idea and dissociate ourselves absolutely from it. We fell back upon the original position that the tax was wrong in principle and harrassing in practice. At the same time we cannot shut our eyes to the fact that a matter of Rs. 10 lakhs of revenue is of some importance even to a wealthy Municipality like Bombay. We have therefore again approached the Commissioner and asked for the entire removal of the tax on grain and sugar, the two principal articles of commerce on the octroi schedule. We think a beginning might be made with these, and that the Corporation should steadily aim at

the entire abolition of all town duties as their revenue from other sources increases. There the matter stands at present. We can only state one case from the trade point of view and press it, and I believe our claim has the sympathy of the Commissioner. It is a question of ways and means. I bequeath to future Committees the task of unceasingly pressing, in a reasonable and proper manner of course, this claim till octroi duties are entirely abolished from the Town and Island of Bombay.

DEALING WITH PLAGUE.

I must touch only shortly other matters which have claimed our attention, one of these being the methods adopted by Government for the suppression of plague. It is now six years since in this room one of our members urged upon us the advisability of pressing the authorities to insist upon universal inoculation. At that time the suggestion was received with apathy, if not with indifference, and nothing much was done or attempted beyond communicating a resolution to Government. Since then the Committee have not felt impelled to take any active steps till last September, when the subject again engaged their serious attention. The fact is, gentlemen, all preventive measures and remedies have utterly failed except one. Public money and Municipal money has been spent like water upon inspection, evacuation, segregation, disinfecting, exposure to heat, light and air, with great hopes of each method in succession, but with comparatively small result. Plague has remained. The only preventive proved to be effective in innumerable cases supported by the very strongest statistical evidence is the one we looked at and failed to press home six years ago, namely, inoculation. Against compulsory inoculation the authorities have set their faces. In again urging universal inoculation on the attention of Government, the Committee have supported it by a scheme, which, in their opinion, has very considerable merit, which, if successful, would have the effect desired, and which, if it did not catch on, would result in no loss. It commended itself to the Committee. I shall not stop to describe it. I only wish to make it clear that it is to inoculation that we pin our faith, not to this particular scheme or any other. Beyond a formal acknowledgment from Government we have heard nothing. I only trust that this is not the prelude to its being indefinitely pigeonholed. Because, gentlemen, we are not the least proud of our plague, we are really anxious to get rid of it and to see the last of it. While it must always

remain a marvel how well our city and our commerce has withstood its ravages in the past seven years, and how little its presence had really interfered with our business, still we do feel and are feeling the strain, most notably in the matter of the supply of labour. This labour problem is a very serious one, and one which the Chamber as a Chamber can do little to solve. It is to be hoped that the attention which the Committee have called to it in the most appropriate quarters will not prove to have been of no avail.

SPECIAL JURIES.

Gentlemen of the special jury, through the ready and practical sympathy of the Chief Justice, who courteously gave up valuable time to discuss with a sub-committee some of your grievances, your Committee have been permitted to bring about certain ameliorations in the hardships of your lot, certain relaxations of the stiffness of the rules governing you. Of these advantages you will receive due notice on the next occasion that the Sheriff does you the honour of calling upon you to serve His Majesty in this capacity. Our very cordial thanks are due to Sir Lawrence Jenkins.

COMMERCIAL EDUCATION.

We have further conferred with the Minister for Education, and we believe we have come to a good understanding with him as to the system and subjects of commercial education best likely to arrive at satisfactory results. This is a very difficult but none the less important subject. Many of us hold conflicting opinions upon it. I do not propose to expound either my own or the Committee's opinion. But to two points I would call your attention. Firstly the officer at present in charge of the education of this Presidency is most anxious to make commercial education a practical success and will welcome any suggestions to this end which you may make ; and, secondly, our Secretary keeps a record of candidates who have passed the prescribed tests, and I shall be glad if you will bear this in mind and apply to him for the names of suitable lads when you have vacancies in your offices.

QUESTION OF A STANDARD TIME.

That old but ever green question of a standard time for all India has again been before us. It came informally to my knowledge that

the Government of Bombay would not be averse to adopting Madras time if the Bombay public clearly intimated its wish that this should be done. So we discussed it in Committee and found we had at last hit upon a subject upon which there was a quite irreconcileable difference of opinion. This was quite refreshing, gentlemen. We did not dissolve in confusion and appeal to our constituents. We just allowed the matter to drop for the time. However it came up again later by a reference from the Bengal Chamber in which the adoption of a standard time for all India, admittedly a most inconvenient arrangement when Karachi and Rangoon are considered, was subordinated to a proposal that India should be divided into an Eastern and Western Zone, each with its own standard time. True solar time in Calcutta to be the Eastern Zone time and the Western Zone time to vary only by 3 minutes from the true solar time of Bombay. On this occasion the Committee felt the question to be of sufficient interest to warrant them consulting you. But apparently, gentlemen, the matter was treated by you with small concern, because the few replies we did receive could only be considered quite inconclusive upon any of the alternatives submitted. So we remain where we are, keeping our own time and travelling by rail by Madras time.

OTHER MATTERS.

As usual we have had many communications with Government on subjects of general interest to us, such as Registration of Mortgages, Registration of Partnerships, Registration of Books of Account, increased use of currency notes, Stamp duty on Insurance Policies, Refund or countervailing duties on Sugar, terms for feeder railways, cost of inland telegrams, &c., &c., for our action in connection with all of which I must refer you to the report.

I have touched upon some of the most important of the questions which have come under our consideration, questions affecting the general welfare of our commerce. I have now shortly to direct your attention to important improvements in the internal organization of the Chamber. These improvements are three in number. In the first place the administration of the Measurement Department has been thoroughly overhauled. An Inspector has been appointed and a system of check instituted which will go far to prevent certain grave irregularities which were the subject of comment last year. It is doubtful if members generally realize how much detailed supervision

and office superintendence this branch of the Chamber's work requires. It has been no small labour and has taken up a great deal of time to re-organise this Department, and the Committee look forward with hopefulness to a more satisfactory working of it in future. But it will always require constant supervision by the Secretary. To indicate the direction from which danger arises I may say that your Committee has approached Government with a request to include our measurers in the list of public servants within the meaning of these words as used in the Indian Penal Code. The effect of this will be that the mere act of offering a bribe to any of our measurers to induce him to give a false certificate will constitute a criminal offence. At present this is not the case, and although we had very clear proof that a bribe had been offered to one of our staff, we were advised by our Solicitors that the measurer not having accepted the bribe, no act of cheating had been effected and a conviction would be almost certainly unobtainable. It is not reasonable to ask our staff to commit, by accepting a bribe for the sake of obtaining the conviction of the real criminal, an act which in itself is criminal, and which at some future time might be brought up against them. If therefore Government can assist us in this matter and class our measurers as public servants in the same way as Railway and Port Trust employés are classed, the position will be considerably improved.

THE CHAMBER'S PUBLICATIONS.

Next, we have tackled in a most painstaking way the mass of papers known as the Chamber publications. The statistics we publish have grown up to their present dimensions over a long period of years, something being added every now and then till the total was getting far beyond what was really necessary and was found to contain a good deal of repetition and still more useless information. I make no pretence to minimize the work this complete recasting of these publications has given to your Committee. It was week after week and day after day with long hours of patient consideration. Your Committee are fairly representative, and there is not much going on in Bombay in which one or other of them is not interested. Hence when Mr. A suggested that such and such statistics be omitted, Mr. B hastened to explain that these were the only figures of any value to him in the whole range of circulars. We had to proceed very cautiously, often going back on what we thought we had completed and modifying it again. The work consisted of reclassification, condensing

combining some tables with others, clearing out redundancies, adding new information, etc. The effect is, we believe, a very complete set of publications setting forth in a clear and concise manner the statistics to which in the past members have been accustomed. If here and there a member finds his own particular figures put in a new place or grouped rather differently, I ask him to accept this little inconvenience for the sake of the general good. In a few weeks the new form will be familiar and the old one forgotten. I need scarcely say that we did not take all this trouble and do all this work merely for the sake of amusement. There was a very practical object in it, namely economy, and we estimate the saving in printing expenses on the new as compared with the old form of the Chamber publications will amount in a year to quite an appreciable sum. I do not know exactly how much, but it will not be in hundreds of rupees, it will be in thousands.

And the third heading of internal administration is the most important, the most welcome, the most satisfactory of all. I refer to the affiliation with the Chamber for secretarial purposes of the two great Associations with whom the Chamber has always had such cordial relations—the Cotton Trade Association and the Millowners' Association. The old system with certain joint staff arrangements and divided responsibility was not altogether satisfactory. Friendly conferences with the two other Associations revealed the fact that there existed no real difficulties in bringing about the proposed affiliation and the details presented little trouble. Each body had before it the excellent example of Bengal which formed a model for us, where some 12 or 14 Associations carry on their work under the same secretarial staff in the same building with facility, efficiency and economy. We confidently look forward to the same result here. The basis of the arrangement is an annual payment by the Cotton Trade and Millowners' Associations to the Chamber, in return for which the Chamber performs the secretarial work for these Associations. Each body of course retains its entire individuality and freedom. The new plan is in its experimental stage at present, but will, without doubt, become a permanent system. It was with regret that the Committee, on approaching the Underwriters' Association with the object of effecting a similar affiliation, found that that body preferred to recede from its old connection with the Chamber, and from 1st January of this year it has done so.

As an Underwriter I thought this was a mistake, and perhaps if other members of the Chamber, who are also Underwriters, agree with me, our next annual report may record a change of attitude on the part of that Association.

CONFERENCE OF INDIAN CHAMBERS.

I may mention only one other matter about which you are sure to hear a good deal more in the current year. It occurred almost simultaneously to the Committee of the Bengal Chamber and to this Committee that a Conference of Indian Chambers of Commerce now and again for the discussion of subjects of general commercial interest would be productive of good. There are a great many such subjects and the present method of each Chamber independently addressing Government or taking such other action as may be necessary and then asking other Chambers if they think well of it to support its action is somewhat clumsy and is wanting in that coherency and strength which a joint representation from a Conference of the Chambers in India would possess. An informal exchange of views has accordingly taken place with the Bengal Chamber. We have willingly conceded to Calcutta the honour of arranging for the first Congress, on the understanding that the second should be held in Bombay. I have learned unofficially that the Bengal Chamber is now making the necessary enquiry, preliminary to inviting this and other Chambers to send delegates to Calcutta to the first Congress to be held next cold weather. There is no idea of Annual Conferences, but if the first is successful, it will in due course devolve upon this Chamber to make the necessary arrangements for another. I conclude by according the Committee's warm acknowledgments to the Secretary and staff for their efficient work during the year. Owing to the improvements in the internal organisation of the Chamber to which I have referred, it has been an unusually heavy year for Mr. Paton, and the furlough to which he is shortly looking forward has been well earned. The finances of the Chamber call for no special comment. You will notice a slight change in the system of showing our annual accounts, a change advisable to prevent misunderstanding as to the true results of the Measurement Department.

The Chairman then moved:—

"That the Report of the Committee for the year 1903 be adopted and confirmed."

MR. H. E. E. PROCTER.

Mr. H. E. E. Procter seconded the resolution. He said: It is hardly necessary for me to add much to what our Chairman has told us, seeing how exhaustively he has dealt with the various subjects contained in the Report, but, with your permission, I should like to refer to one or two matters which seem to me to call for special attention, and the first is that of railways. As a Chamber of Commerce, the transport and handling of commodities is a matter which calls for our careful attention, and in this respect your Committee have always been ready to press the claims of this port. When the new dock is ready, Bombay should be able to easily cope with the trade which has already outgrown the present dock accommodation, but if the docks are to fulfil the purpose for which they are being built and to be justified by the increased trade which is reasonably expected, the railways into Bombay must be able to meet the increased demands which will be made upon them. As regards trunk lines, with the promise of the construction of the Nagda-Bara-Muttra line in the near future, the doubling of the G. I. P. as far as Itarsi, and the construction of the Port Trust Railway, I think we may at present rest well content, but as regards feeder lines it appears to me that the Chamber has still much to press for. In order to develop this country properly, the construction of light railways to act as feeders to the trunk lines is, I consider, an absolute necessity. As shown in Mr. Robertson's report the mileage of lines constructed by Government under their programme during the last 7 years has averaged 522 miles a year. There are at present before Government projects aggregating over 13,000 miles, which at the above rate of construction if maintained will take over 25 years to complete.

PRIVATE ENTERPRISE.

If we are to have these feeder lines built by Government and included in the programme, we shall have to wait a very long time for them, and I therefore think they must be made by private enterprise, and to attain this Government must offer terms which will be sufficiently good to attract the public to invest their money in them. This cannot be said of the terms now offered, and Mr. Robertson in his report suggested better ones including a guarantee of 3 per cent. in gold, but your Committee in putting before Government the terms which they consider good enough to attain this object have not asked for any guarantee, partly because they know that Govern-

ment are opposed to grant such a guarantee, but chiefly because they consider that the better rebate terms as proposed by them, which you will have seen in the report, will be sufficient to attract capital in this country, and not lay any burden upon Government. It is difficult to understand the delay in settling terms, as it appears to me that by the construction of feeder lines Government have everything to gain. In the first place they get the lines, which eventually become their property, built on favourable terms. Secondly, by their construction more land is brought under cultivation and the land revenue consequently increased; and thirdly, it surely must be sound policy to encourage the people of this country to invest their money in such local enterprises and so give them a personal interest in the development of their own country. I trust, therefore, that when we meet next year our Committee will be in a position to report that Government have agreed to grant the terms we have put before them, as until they do, private enterprise will not be forthcoming for this purpose and the development of the country will be retarded.

INOCULATION.

I should like to say that I quite agree with what the Chairman has said on the subject of inoculation. So far as we can see, inoculation is the only remedy which has so far been of any use against plague. All others have failed, but wherever inoculation has been tried on a large scale it has been a marked success. The Mulkowal incident was much to be deplored, but it did not in any way affect the value of inoculation any more than the use of impure vaccine would affect the value of vaccination; but the refusal of Government to make any pronouncement in the case has done more to discredit inoculation than many such mishaps could possibly have done, and their attitude in so refusing while still apparently favouring inoculation is difficult to understand. The Committee wrote to Government on this subject on the 1st September in the hopes that something might be done before the annual epidemic set in. Five months and a half have elapsed without a reply, and it is now too late to do anything this season, but I trust the incoming Committee will not let the matter drop, and that they will meet with more success than we have done.

SUB-COMMITTEES.

There is one other matter which I should like to mention for the consideration of members and particularly for the incoming Committee, and that is the desirability of having sub-committees for

the various interests which engage the attention of the Committee. In a small committee representing so many different interests, it is impossible for all members to be conversant with, or be experts in, all the subjects which are brought before them, and I therefore think it is both desirable and expedient as well as conducive to the efficiency of the Chamber to have permanent sub-committees for the different branches of our work, say for railways, piece-goods, shipping, etc. These sub-committees would work under and submit their report to the General Committee, and would be composed of, say, five members, one or two of which would be on the General Committee and the rest chosen outside. I have already advocated this in committee, and I feel sure that, if adopted, it would be a great help to the General Committee. The system is in force in Calcutta where, I understand, it works very well. (Applause.)

Mr. C. H. ARMSTRONG.

Mr. C. H. Armstrong then addressed the meeting as follows:—As the successor—and I must thank you gentlemen for having elected me Chairman of your Chamber—to Mr. J. M. Dick, whose departure I am sure we all much regret, it falls to me to say a few words on the report which is now in your hands. It appears to me from the great variety of subjects dealt with in the report, and I think it will be evident to you also, that the work of this Chamber is steadily increasing. A trial has been made this year of permanent sub-committees, and I think the system is capable and worthy of development, but an objection that I can see is that the work of the Chairman and of the Secretary will thereby be increased. The report deals at some length with railway matters, and I must congratulate our Chairman that during his term of office a virtual sanction has been given to the Nagda-Bara-Muttra scheme, a line which has been zealously advocated by this Chamber for many years. The complete report will also contain very interesting correspondence with the officials of the G. I. P. Railway on the delay in the transport of produce last season. The figures are of much interest and deserve careful study. I have every confidence in the management of this great line, and I believe that if the Government of India will only promptly allot the funds that are needed—and some very necessary work has quite lately been taken in hand—the difficulties we have complained of will shortly disappear. I would urge and strongly urge upon Government the necessity on their great trunk

lines of keeping well ahead of the traffic and of not being forced after the necessity has been clearly proved to provide funds for extensions and alterations which take sometimes years to complete, for delay in this matter hampers trade and loses business. Then, gentlemen, there is the New Dock scheme and there is the Port Trust Railway, both of which are urgently needed by the trade in connection with railway extensions on this side of India. A subject briefly alluded to in the report is the Commission on the short reeling of grey yarns which was appointed by Government last September to frame rules for the enforcement of the Act. The Commission after several meetings drew up a report which was signed by all the members, but the representative of the Millowners' Association dissented on certain points. The report has now been in the hands of the Government of India for about three months, and I hope it may not be long before some action is taken, for the matter is of considerable importance to the trade. The report will, I believe, commend itself to you as it has already done to some well-known members of the Millowners' Association.

THE FISCAL QUESTION.

And now, gentlemen, as regards the coming year, railway matters will no doubt occupy a good deal of our time, and the labour question is one your Committee will have to carefully watch, but perhaps the most important matter we shall have to deal with is the fiscal question, and as the Chairman of the new Committee I think it only right that on this occasion I should say a few words on this very important and intricate question. I can only deal with the matter in the most general way, as the time at my disposal is limited, and my remarks must not necessarily be taken as representing the view of this Chamber, as no effort has yet been made to ascertain the opinions of members. Well, gentlemen, I may say that I am unable to concur in the far-reaching preferential and protective proposals that have been put forward by Mr. Chamberlain. I am unable to see the great advantages England is to get from her Colonies for the preference she is to accord to their produce. I am unable to see that eagerness on the part of the Colonies for a largely increased import of manufactured goods from Great Britain on a lower scale of duties than at present, and under the scheme as it has been put forward. I think we have a right to expect a desire of this kind. In fact, gentlemen, I am unable to see how a one-sided arrangement is likely to be of material benefit to the 42 millions inhabiting Great Britain. I am not one to decry the Imperial idea, but this, after all, is a matter of

pounds, shillings and pence, and where conditions are so varied, an amicable and a lasting agreement seems to me improbable. I am glad the question has been raised, however, and I welcome discussion because perhaps in some small degree England's fiscal system might be modified with the object of securing for her more favourable treatment in certain foreign markets where in recent years the work of commercial treaties has become a fine art, but this is a very different thing how general or wholesale protection, a system which leads to overproduction and to monopolies, and which, and especially in this country, would benefit the producer at the expense of the consumer. But, gentlemen, this Chamber will not be asked for an opinion as regards the fiscal policy of the United Kingdom. What we shall be asked for is an opinion as regards the position of India in a general scheme of preference for the Empire, and although there may be some here who may disagree with me as regards the best policy for the United Kingdom, there are many, I think, who will agree with me that India has greatly prospered under her present system and that a change seems unadvisable.

PRESENT POSITION OF INDIAN TRADE.

We are, gentlemen, a large exporting country, and we desire favourable treatment in foreign markets. Well, with an exception here and there, and no system that can be devised will ever be perfect. I think we get it, and any action on our part which might check our exports and so lessen our favourable balance of trade might be a serious matter for this country. Now, gentlemen, let me give you a very few figures. In 1901-2 India imported merchandise, including Government stores, of a value of 89 crores of rupees and she exported produce, etc., of a value of 124½ crores. We imported from the United Kingdom in the same period 59½ crores and we exported to the United Kingdom 31 crores, some of which would be for transhipment and re-export to foreign markets. From foreign countries that would chiefly be affected by a preferential and protective scheme, *i.e.*, Countries on the Continent of Europe, the United States, South America and one or two others, we imported 17 crores and we exported to them 44½ crores. Now, gentlemen, I ask you to bear these two last items specially in mind, we imported from these countries 17 crores and we exported to these countries 44½ crores. For 1902-3 the comparison is even more remarkable, imports 14¼ crores, exports 49 crores. Now, if a change of policy was decided on apart altogether from the question as to how it might affect our exports, how much of these 14 to 17 crores of imports would it be

wise for us to tax. On analysing the figures we find that imports of a value of some crores consist of articles which we require, which England does not produce, and which, so far as I can see, the Colonies will never be able to supply us with. What then remains—a comparatively small amount of from 9 or 10 to about 12 crores against an export to the countries I have named of 44 to 49 crores of rupees. Of course, gentlemen, we could give the United Kingdom a preference in another way by putting an export duty on our shipments of produce to these foreign countries, but a proposal of this kind will surely never be made and in any case it could never meet, I imagine, with the approval of the Indian Chamber of Commerce. Now just a few remarks in conclusion as regards the import of 9 or 10 to about 12 crores that I have alluded to. Much of this consists of materials for clothing and of small cheap articles of various kinds which the poor of this country need and an additional duty of, say, 5 per cent. would be a serious tax on consumers of small means. Some of the articles I allude to might be made in Great Britain if she cared to manufacture them, but, so far as I can see, England can employ her people to better advantage on more expensive goods, and I doubt if a moderate additional duty on these foreign supplies would tempt her to import for instance more of our cotton and with it to manufacture the cheap low class goods we are now receiving from the Continent. Well, gentlemen, these are points for consideration and for discussion, and these are points with others on which when the time comes we must be prepared to vote, and whatever the decision of this Chamber and of the Government of India in this matter, I hope it will be for the benefit of India and for the welfare of the millions amongst whom we live. And with these few remarks, gentlemen, I beg to support the proposal for the adoption of the report. (Applause.)

Mr. MARSHALL REID, C.I.E.

Mr. Marshall Reid said:—There is one point in connection with the affairs of the Chamber of Commerce to which, it seems to me, far too little attention has been paid in the past, and that is the attitude of Government towards commercial and industrial questions of all sorts. I do not think it would be far off the mark to say that Government adopt no attitude at all, and when such questions are forced upon their attention they are usually dealt with in such a manner as to lead one to suppose that the chief object of Government is to get them disposed of with the least possible expenditure of time. It has been the tradition of this Chamber to talk with

satisfaction of the cordial and dignified relations existing between Government and the Chamber and of the prestige gained by the Chamber therefrom. Well, gentlemen, this may be so, and perhaps we are the happy possessors of cordiality, dignity, and prestige, but are they really attributes to be very proud of, when they are bought at the price of a long continued series of courteous correspondence, resulting in the commerce and industry of India generally, and of Bombay in particular, being left very much neglected by Government?

GOVERNMENT AND INDIAN INDUSTRIES.

If you consider the history of our railways, our mill and other industries, or our agriculture, you will find it difficult to name more than a very few instances in which Government have gone out of their way to do anything for us; while, on the other hand, they have been ready enough to put a monstrous excise duty on our cotton manufactures, to draw enormous profits from our Railway Companies and spend them elsewhere, while leaving us with our own projected important lines unconstructed, and our existing lines hopelessly blocked and our trade hampered for want of sufficient facilities for the transit of our produce. As regards our agriculture, on which, of course, our commerce so largely depends, Government have taken away our able Director of Agriculture, just as his energy and experience were beginning to bear fruit. When I speak of Government, you will of course understand that I mean the Government of India, not the Local Government, because, as I consider quite reasonably, commercial interests are considered to be of Imperial importance, and can only properly be dealt with by one authority, and that the central governing authority. But while I consider that such questions can only be dealt with by that central authority, my complaint is that they are not dealt with in the efficient and earnest manner which they deserve, with the result that the acts of Government and their decisions on matters placed before them are often very unsatisfactory and occasionally wrong.

SUGAR DUTIES.

We have a very simple instance in the case of the Sugar Duties, levied originally owing to Government being led to believe that the comparatively unimportant sugar refining industry was the very heart and soul of the great sugar-growing industry of the country, whereas the fact is that the comparative want of prosperity of the sugar refiners, if they were not prosperous, was directly and solely

due to the long continued prosperity of the sugar-growing industry and to the consequent high price of raw sugar in India. If this is not so, why has Mauritius, in spite of having to pay freight and customs charges, been able to ship its thousands of tons of refined sugar to India for so many years? and why have Indian refiners even in the days when they were protected by countervailing duties (which made the simple ryot pay so dearly for his necessities) gone to Java to buy raw sugar in order to refine it and sell it in India? But perhaps the less said about the sugar duties the better. Sugar legislation during the past few years has consisted of a series of what look more like huge practical jokes than anything else, though they have been rather grim jokes to a good many traders trying to carry on their legitimate business. The legislation regarding the Dutch Duties constituted a farce which ended creditably to Government, only in the admission that they had been wrong; while the enactments of August 28th and December 3rd must have left the members of Government sadder but, let us hope, wiser men, and left a good many merchants in India sadder but, unfortunately, also poorer men.

DEPARTMENT OF FINANCE AND COMMERCE.

Now, it is not my wish to make any attack on the members of the Department of Finance and Commerce. My intention is quite the contrary, for I have the greatest respect and admiration for the members of that Department and for the enormous amount of hard work they get through. But my complaint is of the machinery of Government which compels men, whose hands are already far too full of intricate financial problems, to deal with or at any rate dispose of much expert work of which they cannot be expected to have any expert knowledge or the time in which to acquire it. On this account I would urge this Chamber not to rest until we get Government to make such arrangements as will ensure the commercial interests of India generally, and Bombay in particular, receiving the attention they require. And I do not think the Chamber's efforts are likely to be in vain, because the Viceroy obviously realised the necessity of some change when he drew up his Commercial Bureau scheme. It is much to be regretted that that scheme was put forward in such a way that it could only command the half-hearted support of the various Chambers of Commerce. But we have to acknowledge the broad-mindedness of the Viceroy, who, when he saw that the lines of his scheme were not in accordance with the views of those most interested, unhesitatingly withdrew it.

A SUGGESTION.

Now, gentlemen, what do we want? I think the first thing is that our appeals and references to Government should be treated in a thorough and sympathetic manner, and to ensure this an officer of Government should be appointed whose business should be to study commercial questions and to keep in close touch with the commercial and banking communities. In the Department of Finance and Commerce finance takes up so much time and thought that commerce must be left out in the cold, and a simple remedy would be to strengthen this Department numerically and appropriate one of the members to the commercial work. I do not think Government need look outside the present *personnel* of the Department for the right man. Constant correspondence and interviews with the merchants and manufacturers in the different commercial centres of India would soon enable the Commercial Secretary to grasp his work, and we should find that our honest and serious proposals, instead of being treated, as they apparently often are, with indifference or even suspicion, would receive the attention which they surely deserve and which they get in other countries. From commercial questions there would be a natural step later on to agricultural and industrial matters on which commerce is really so dependent, and we should eventually find ourselves in possession of a Ministry of Agriculture, Commerce and Industry, assisting to develop the country, which up to now is far behind almost every country in the world in internal development. Let us, first of all, however, have our Commercial Secretary, and let Government seriously assist such spontaneous movements as have been made lately for the improvement of agriculture in this Presidency, and the rest must come in time. (Applause.)

The resolution was carried.

THE HON. MR. S. M. MOSES.

The Hon. Mr. S. M. Moses then proposed :—"That the thanks "of the Chamber be tendered to the Chairman, Deputy Chairman "and the outgoing Committee for the able conduct of the affairs of "the Chamber during the past year." He said :—I must express our heartfelt thanks to those gentlemen who (in addition to their own duties) have devoted so much time and attention during the past year in considering every question bearing upon the various branches of trade of this great port. The report bears eloquent testimony to the important work performed by them to our entire satisfaction, for which we are very grateful.

In the matter of the Nagda-Bara-Muttra Railway line I consider the Committee are to be congratulated upon the success they have achieved through their persistent efforts in inducing Government to sanction its final survey, and I trust its construction may now be ordered without unnecessary delay. The line will afford greater facilities for bringing the produce from inland to this port for shipment. It will also prove an invaluable auxiliary to the great enterprise undertaken by our Port Trust in the construction of one of the largest docks in the East.

THE MILL INDUSTRY.

The mill industry was in a fairly satisfactory condition during the best part of the year: demand for China being well sustained at remunerative rates, supported by high prices ruling for silver and the consequent improvement in China exchanges. At first the Straits Settlements were buying silver, and later on the Indian Government entered the market to replenish their stocks of rupees in the Currency Coffers. But this prosperity was unhappily short-lived, as towards the close of the year the reported short crops of American cotton immediately gave occasion for unparalleled speculation which forced prices to a level that has not been attained since the American War in 1864-5. Mid Americans touched 9*s.* per lb., and Gin Broach over Rs. 300 per candy. Such prohibitive prices caused many of the mills to be closed, whilst others worked short time. It is a great pity that one of the largest and most important industries in the world should be at the mercy of a handful of speculators who have no *bonâ fide* interest in the industry at stake, and who pushed up prices to unwarrantably high level for their own gain, and without consideration for the interest of mill-owners, and the distress of tens of thousands of mill-hands who are thus thrown out of employment and rendered destitute.

COTTON CULTIVATION.

This deplorable state of affairs has been brought to the notice of the Home Government and was considered of such material importance, that our august Sovereign the King-Emperor alluded to it in his speech from the Throne on the opening of the Parliament. His Majesty urged the advisability of increasing the growth of cotton in suitable parts of his own dominions. I am glad to notice that the Indian Government have already taken steps for the establishment of experimental farms in Bengal, Assam, Burma, and the Central Provinces under European supervision for the production of long-stapled cotton, and when such steps are taken in

West Africa and other parts of the British Empire, I am sure it will effectually deal a death blow to the future "corners" in cotton. Gentlemen, with your permission I shall now touch, but with great diffidence, upon a subject that occupies attention at home, to the exclusion almost of all other subjects. It has caused a dissension in the Cabinet and compelled many prominent members to sever their connection with their leader—I mean the fiscal question. The Right Hon. Mr. Chamberlain is such a believer in this reform that he has sacrificed his position and is devoting both time and money in laying before the country the necessity of changes in the tariff. It now remains to be seen how far his efforts may succeed; a general election alone can decide.

THE FISCAL QUESTION.

We are not going to discuss here how this Preferential Tariff will work in England and the Colonies, but what we are concerned in is, how will it serve India's interests if it is introduced here? I have read with much interest the most opportune pronouncement of the views of our Indian Government on this highly important subject, and I can safely characterize it as being one of the most succinct, lucid, and statesman-like despatches that has ever emanated from the Viceregal Council, giving a clear exposition of the subject-matter in all its bearings. Whilst I consider it premature to express a definite opinion on the subject, which is at best in a crude state, not knowing exactly what its advocates mean to propose with regard to India, I think we had better not be mixed up with it, but if we are to be dragged into this Tariff War, in that case India should have a free-hand to protect her industries against all comers, including even the Mother country, a privilege which, I understand, is now already enjoyed by the Colonies. You must remember, gentlemen, that India is an exporting country, and if to please the Home Government we were to place a preferential duty against foreign imports, which comprise only 25 per cent. of total imports, our gain will be small and the risk which we might run of retaliation by foreigners to penalize our exports (even by way of spite) would be great. Admiring as I do the despatch of the Government, I still more admire the able Minute appended to it by our able Finance Minister. Sir Edward Law says that "every precaution should be taken to avoid tariff wars which if once begun, may even temporarily put our export trade to a disadvantage, thus imperilling the stability of exchange, the confidence in which has been in some measure secured after ten years of heavy sacrifices."

HEAVY SACRIFICES MADE.

Now I entirely agree with these sentiments, but I would pause here to inquire as to the heavy sacrifices which have been made. Who has made those sacrifices? Surely, not the Government whose coffers have been overflowing in spite of famines and famine expenditure; not the official classes who get their pensions in gold, who draw their exchange compensation, which I do not grudge as they deserve it, and who also get their salaries practically in gold; not the landlord or the usurer who gets his return in the appreciated rupee; not the consumers of imports who get their commodities for a fewer number of rupees, these consumers being mostly the well-to-do classes. Then who has made those heavy sacrifices? It is the producer, be he the comparatively well-to-do planter or manufacturer, or the humble cultivator of the soil. Hitherto it has been the fashion to tell us that no losses worth the name have been inflicted by the debased rupee. On the contrary, all have gained, including the tax-payer whose taxes have been recently remitted. I have always thought strongly on the point, and have voiced my feelings, and indicated the nature of the heavy losses inflicted on those who are ignorant and helpless. It is a melancholy satisfaction to me to find that so able a man as our Finance Minister is aware of the heavy sacrifices which have been made, but still unaware that these sacrifices have been made by those who are least able to stand them. It often happens in this world that "to those who have much, more is given." I conclude by saying that every credit is due to our Government who have approached this complicated subject with great caution, and we cannot do better than leave it in the hands of H. E. the Viceroy, who seems to have grasped the situation properly and as the guardian of our interests, and specially those of the poor agriculturists, I am sure he will see that India's interest is not sacrificed at the altar of the fiscal reform! With these remarks, I beg to propose that the thanks of the Chamber be tendered to the Chairman, the Deputy Chairman, the outgoing Committee, and the Secretary for their able conduct of the affairs of the Chamber during the past year. (Applause.)

Mr. H. C. Wright seconded the proposition, which was carried.

OTHER RESOLUTIONS.

Proposed by Mr. A. Abercrombie, seconded by Mr. J. Black, and carried:—"That the following gentlemen be elected members "of the Committee of the Bombay Chamber of Commerce for the "year 1904:— Mr. F. W. Bickel, Mr. Donald N. Graham, Mr. W. "Harvey, Mr. F. C. Macrae, Mr. J. N. Metaxa, Mr. R. R. Ross, and "Mr. E. Scarpa."

Proposed by Mr. D. H. Glade, seconded by Mr. E. Scarpa, and carried:—"That 'Myrabollam Powder' be added to the "Chamber's Tonnage Schedule and that the Scale be fixed "at 15 cwt. to the steamer ton."

Proposed by Mr. Marshall Reid, C.I.E., seconded by Mr. W. C. Symes, and carried:—"That Rule XII of the Chamber's Measure-"ment Rules be rescinded and the following substituted:—'XII. "'Certificates of Measurement shall be issued to Shippers and/or to "'Ship Agents in such form and in such manner as the Committee "'for the time being shall from time to time provide.'"

Proposed by Mr. F. A. Reddie, seconded by Mr. R. G. Monteath, and carried:—"That the following ruling drawn up by the Committee "be confirmed:—'In case of vessels holding a certificate from Lloyd's "Surveyor or another recognised Marine Surveyor that the Peak, "Poop, Bridge-deck, Shelter-deck and/or Awning-deck of such vessels "is/are fit to carry dry and perishable cargo (without damage to the "description of cargo they may have to ship), and provided always that "at time of chartering or of the issue of shipping order, as the case may "be, no express arrangement has been made to the effect that cargo is "not to be stowed in such spaces, such spaces shall be regarded as "part of the ordinary stowing space of the vessel, and charterers under "a charter and/or shippers under a shipping order shall be bound to "supply cargo to load in such spaces, and owners shall be bound to "place such spaces at the disposal of charterers and/or shippers for "the stowage of cargo therein, and freight in respect of cargo so "stowed shall, unless otherwise specially arranged between the contract-"ing parties, be payable at the full ordinary rate contracted for "under the charter or shipping order, as the case may be."

Proposed by Mr. D. M. Inglis, seconded by Mr. J. N. Metaxa and carried:—"That the following ruling about the pockets of cargo be "confirmed:—It is the opinion of the Chamber of Commerce that "pockets of cargo of any kind ought not to be of greater dimensions "than 20" × 28" and ought not to contain more than 56 lbs."

Proposed by Mr. Sassoon J. David, seconded by Mr. C. H. B. Forbes, and carried:—"That Messrs. Ferguson & Co. be re-elected "Auditors of the Chamber's Accounts for the year 1904 on the "remuneration hitherto paid to them."

The proceedings then terminated.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner ...	... 1836-37	W. Christian ...	1866-67
M. T. Brownrigg	... 1837-38	A. J. Hunter ...	
H. G. Gordon ...	... 1838-39	Alexander Brown.	
J. Skinner ...	... 1839-40	J. Foggo ...	... 1867-68
T. R. Richmond	... 1840-41	Hamilton Maxwell.	... 1868-69
C. B. Skinner ...	... 1841-42	H. E. Astley ...	1869-70
S. D. Murray ...	... 1842-43	D. Graham ...	
J. Wright ...	1843-44	A. D. Grant ...	... 1870-71
E. Lyon		W. G. Hall ...	... 1871-72
T. Cardwell ...	... 1844-45	J. K. Bythell ...	... 1872-73
J. Smith	... 1845-46	H. E. Bright ...	1873-74
W. Graham ...	... 1846-47	E. Lord	
John Parsons ...	... 1847-48	D. Watson ...	... 1874-75
A. G. Latham ...	... 1848-49	J. A. Forbes ...	... 1875-76
Robert Strong ...	... 1849-50	G. F. Henry ...	1876-77
W. S. Grey ..	... 1850-51	Donald Graham.	
John Parsons ...	... 1851-52	Walter Lang ...	... 1877-78
A. H. Cambell ...	... 1852-53	M. Mowat ...	... 1878-79
H. B. Gilmour ...	... 1853-54	C. Macdonald ...	... 1879-80
James Graham ...	... 1854-55	J. N. Graham ...	... 1880-81
W. F. Hunter ...	... 1855-56	E. Comber ...	1881-82
A. T. Binny ..	1856-57	W. M. Macaulay.	
H. B. Gilmour ...		James Thorburn	... 1882-83
John Fleming ...	... 1857-58	Sir F. Forbes Adam, Kt.,	
Robert Ryrie ...	... 1858-59	C.I.E., 1883-84, 1884-85,	
H. D. Cartwright	1859-60	1886, 1887, 1888, 1889.	
Henry Scott ...		A. F. Beaufort...	... 1890
Andrew Grant ...	1860-61	L. R. W. Forrest	... 1890-92
George Hamilton.		J. L. Symons ...	... 1892
George Lord ...		R. S. Campbell...	... 1893
James N. Fleming.	1861-62	W. R. Macdonell	1993, 1894, 1895
Michael H. Scott.		A. F. Beaufort...	... 1896
Robert Hannay.	1862-63	A. Abercrombie	... 1897
Alexander Brown.		R. H. Macaulay	... 1898
Andrew Grant ...	... 1863-64	A. Abercrombie	... 1899
A. C. Gumpert ..	1864-65	William Greaves.	1900, 1901, 1902
Alexander Stewart.		The Hon. Mr. J.M. Dick	1902-03
A. J. Hunter ...	... 1865-66	The Hon. Mr. C. H. Armstrong	1904

Secretaries.

R. X. Murphy ...	... 1863-38	J. A. Crowe (Acting) ...	1858-59
J. E. Brenan ...	... 1838	H. Brooke ...	... 1859-64
R. X. Murphy ...	... 1838-41	James Taylor ...	... 1864-73
T. J. A. Scott ...	... 1841-46	John Gordon ...	... 1873-84
John Connon ...	... 1846-57	David Watson (Acting)	1881-82
John Mawson ...	... 1857-59	John Marshall..	... 1884-98

FREDERICK NOEL-PATON, appointed 1898.

STATISTICAL STATEMENTS.

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			£	£	£
1861 ...	1587	1860-61 ...	23,495,000	10,677,077	34,172,077
1862 ...	2333	1861-62 ...	22,320,000	14,951,985	37,271,985
1863 ...	2507	1862-63 ...	22,630,000	20,508,967	43,138,967
1864 ...	2958	1863-64 ...	27,145,000	22,962,581	50,107,581
1865 ...	3363	1864-65 ...	28,150,000	21,363,325	49,513,325
1866 ...	3563	1865-66 ...	29,600,000	29,577,301	59,157,301
1867 ...	3929	1866-67 ...	29,040,000	13,236,905	42,276,905
1868 ...	4008	1867-68 ..	35,705,000	11,775,374	47,480,374
1869 ...	4255	1868-69 ...	35,990,000	15,155,954	51,145,954
1870 ...	4771	1869-70 ...	32,925,000	13,954,807	46,879,807
1871 ...	5074	1870-71 ...	34,470,000	5,444,823	39,914,823
1872 ...	5369	1871-72 ...	32,090,000	11,573,813	43,663,813
1873 ...	5697	1872-73 ...	31,875,000	4,556,585	36,431,585
1874 ...	6226	1873-74 ...	33,835,000	5,792,534	39,627,534
1875 ...	6543	1874-75 ...	36,220,000	8,141,047	44,361,047
1876 ...	6862	1875-76 ...	38,515,000	5,300,722	43,815,722
1877 ...	7322	1876-77 ...	37,440,000	11,436,120	48,876,120
1878 ...	8223	1877-78 ...	41,464,000	17,355,459	58,819,459
1879 ...	8498	1878-79 ...	37,801,000	7,056,748	44,857,748
1880 ...	9.66	1879-80 ...	41,172,000	11,654,894	52,826,894
1881 ...	9894	1880-81 ...	53,086,800	8,997,200	62,084,000
1882 ...	10153	1881-82 ...	49,113,000	11,322,800	60,435,860
1883 ...	10462	1882-83 ...	52,098,700	13,453,400	65,552,100
1884 ...	11635	1883-84 ...	55,299,000	12,877,900	68,176,900
1885 ...	12287	1884-85 ...	55,701,600	13,888,200	69,589,800
1886 ...	12896	1885-86 ...	55,652,000	15,467,000	71,119,000
1887 ...	14109	1886-87 ...	61,812,000	11,048,300	72,860,300
1888 ...	14582	1887-88 ...	65,004,500	13,812,500	78,817,000
1889 ...	15893	1888-89 ...	69,437,700	13,845,000	83,282,700
1890 ...	16407	1889-90 ...	69,199,400	17,454,500	86,653,900
1891 ...	17314	1890-91 ...	71,975,800	21,934,500	93,910,300
1892 ...	17894	1891-92 ...	69,427,600	14,722,600	84,150,200
1893 ...	18510	1892-93 ...	66,278,600	17,009,800	83,288,400
1894 ...	18906	1893-94 ...	77,026,100	18,461,200	95,487,300
1895 ...	19555	1894-95 ...	73,516,500	9,581,200	83,097,700
1896 ...	20262	1895-96 ...	72,936,100	13,368,000	86,304,100
1897 ...	21123	1896-97 ...	76,215,800	13,084,500	89,300,300
1898 ...	22048	1897-98 ...	73,634,300	20,530,600	94,164,900
1899 ...	23528	1898-99 ...	72,110,700	17,895,600	90,006,300
1900 ...	24760	1899-1900...	75,304,500	20,973,600	96,278,100
1901 ...	25373	1900-1901...	80,894,100	24,576,200	105,470,300
1902 ...	25931	1901-1902...	88,742,400	20,871,300	109,613,700
1903 ...	26956	1902-1903...	85,866,100	25,318,300	111,184,400

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			£	£	£
1861 ...	1587	1860-61 ...	32,970,000	1,119,549	34,089,549
1862 ...	2333	1861-62 ...	36,320,000	683,355	37,003,355
1863 ...	2507	1862-63 ...	*47,860,000	1,111,140	48,971,140
1864 ...	2958	1863-64 ...	*65,625,000	1,270,435	66,895,435
1865 ...	3363	1864-65 ...	*68,025,000	1,444,775	69,469,775
1866 ...	3563	1865-66 ...	*65,490,000	2,165,352	67,655 352
1867 ...	3929	1866-67 ...	41,860,000	2,431,503	44,291,503
1868 ...	4008	1867-68 ...	50,875,000	1,571,946	52,446,946
1869 ...	4255	1868-69 ...	53,060,000	1,395,580	54,455,580
1870 ...	4771	1869-70 ...	52,470,000	1,042,353	53,512,353
1871 ...	5074	1870-71 ...	55,335,000	2,220,765	57,555,765
1872 ...	5369	1871-72 ...	63,190,000	1,495,642	64,685,642
1873 ...	5697	1872-73 ...	55,230,000	1,308,579	56,538,579
1874 ...	6226	1873-74 ...	54,980,000	1,958,512	56,938.519
1875 ...	6545	1874-75 ...	56,360,000	1,625,309	57,985,309
1876 ...	6862	1875-76 ...	56,210,000	2,200,236	58,410,236
1877 ...	7322	1876-77 ...	61,013,000	4,029,898	65,042,898
1878 ...	8223	1877-78 ...	65,222,000	2,210,995	67,432,995
1879 ...	8498	1878-79 ...	60,937,000	3,982,228	64,919,228
1880 ...	9166	1879-80 ...	67,210,000	2,035,147	69,245,147
1881 ...	9894	1880-81 ...	74,541,000	1,440,400	75,981,400
1882 ...	10153	1881-82 ...	81,966,000	1,099,700	83,065,700
1883 ...	10462	1882-83 ...	83,485,000	1,041,800	84,526,800
1884 ...	11635	1883-84 ...	88,076,400	1,008,500	89,084,900
1885 ...	12287	1884-85 ...	83,170,100	1,968,900	85,139,300
1886 ...	12896	1885-86 ...	83,861,200	1,108,200	84,969,400
1887 ...	14109	1886-87 ...	88,481,000	1,720,400	90,201,400
1888 ...	14582	1887-88 ...	90,543,600	1,604,600	92,148,200
1889 ...	15893	1888-89 ...	97,060,200	1,784,400	98,844,600
1890 ...	16407	1889-90 ...	103,448,700	1,906,300	105,355,000
1891 ...	17314	1890-91 ...	100,215,000	2,123,200	102,338,200
1892 ...	17894	1891-92 ...	108,178,000	3,286,700	111,464,700
1893 ...	18510	1892-93 ...	106,574,700	6,958,900	113,533,600
1894 ...	18906	1893-94 ...	106,514,800	4,100,200	110,615,000
1895 ...	19555	1894-95 ...	108,929,100	8,226,100	117,155,200
1896 ...	20262	1895-96 ...	114,345,900	4,259,800	118,605,700
1897 ...	21123	1896-97 ...	103,983,600	4,937,500	108,921,100
1898 ...	22048	1897-98 ...	97,635,200	7,148,600	104,783,800
1899 ...	23528	1898-99 ...	112 801,200	7,411,400	120,212,600
1900 ...	24760	1899-1900...	109,113,600	7,956,400	117,070,000
1901 ...	25373	1900-1901...	107,764,400	14,227,400	121,991,800
1902 ...	25931	1901-1902...	124,524,800	11,470,900	135,995,700
1903 ...	26956	1902-1903...	129,407,900	9,657,600	139,065,500

* Exports abnormally high owing to the American Civil War.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1897-98 *to* 1902-1903.

	1897-98.	1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-1903.
IMPORTS—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Merchandise, Private.						
Bengal	28,04,00,954	27,96,74,583	29,75,88,460	31,86,91,468	32,82,04,478	32,82,39,948
Bombay	24,60,13,275	25,65,19,017	26,27,60,464	26,35,08,801	28,31,46,872	27,61,19,082
Sindh	4,63,38,090	3,97,76,931	4,22,62,878	4,56,41,007	6,43,96,140	5,18,79,310
Madras	6,39,15,864	5,26,74,824	5,58,08,813	6,62,40,579	7,68,27,436	7,20,36,892
British Burmah	5,72,71,575	5,60,87,127	4,86,97,999	6,86,91,833	6,21,30,450	5,94,45,899
Total ...	69,39,39,758	68,47,32,482	70,71,18,614	76,27,73,688	81,47,05,376	78,77,21,131
Ditto Government Stores	4,24,03,401	3,63,74,679	4,59,26,171	4,61,67,185	7,27,18,823	7,09,39,698
Total Merchandise ...	73,63,43,159	72,11,07,161	75,30,44,785	80,89,40,873	88,74,24,199	85,86,60,829
Treasure, Private.						
Bengal	3,26,10,705	3,62,20,891	5,60,56,464	5,74,92,830	5,11,69,963	5,72,93,829
Bombay	16,34,75,590	13,75,45,908	14,63,92,785	9,76,14,457	13,31,38,545	16,89,81,679
Sindh	37,82,604	24,81,499	16,26,078	3,30,006	9,64,932	31,41,390
Madras	35,01,572	18,11,753	50,13,840	79,71,553	1,01,71,397	2,01,31,719
British Burmah	13,92,394	7,79,516	4,95,965	12,21,434	10,38,959	30,08,657
Total ...	20,47,62,865	17,88,39,567	20,95,85,132	16,46,30,280	19,64,83,796	25,25,57,274
Ditto Government	5,43,305	1,16,560	1,51,719	8,11,31,538	2,22,29,556	6,25,904
Total Treasure ...	20,53,06,170	17,89,56,127	20,97,36,851	24,57,61,818	20,87,13,352	25,31,83,178
Grand Total of Imports ...	94,16,49,329	90,00,63,288	96,27,81,636	1,05,47,02,691	1,09,61,37,551	1,11,18,44,007
EXPORTS—						
Merchandise, Private.						
(Foreign Goods)						
Bengal	17,78,609	19,80,944	19,56,553	22,34,637	18,10,928	18,06,758
Bombay	2,76,96,058	2,53,35,785	2,46,94,259	2,44,49,648	2,53,32,170	2,27,10,074

Sindh	72,91,981	52,79,078	51,51,023	43,10,239	43,14,933	36,65,689
Madras	5,80,924	6,83,953	7,20,425	6,36,397	8,06,583	8,92,709
British Burmah	2,77,513	4,32,205	4,04,317	4,55,173	3,44,634	2,84,874
Total ...	3,76,25,085	3,37,11,965	3,29,26,577	3,20,85,494	3,26,03,248	2,93,60,104
(Indian Produce and Manufactures.)						
Bengal	44,95,02,147	45,75,47,526	50,06,69,350	54,92,09,763	55,05,91,969	53,67,52,134
Bombay	24,68,85,081	32,40,45,795	27,76,19,894	24,72,28,621	35,29,25,836	36,08,97,217
Sindh	3,87,00,454	8,40,26,837	5,81,32,711	2,88,56,701	8,43,47,979	7,63,57,251
Madras	11,35,44,416	11,11,03,252	11,92,45,895	11,68,60,551	11,77,05,938	13,01,63,242
British Burmah	8,91,39,539	11,67,93,919	10,14,70,678	9,99,07,654	10,27,64,984	15,47,87,035
Total ...	93,77,71,637	1,09,35,17,328	1,05,71,38,528	1,04,20,63,290	1,20,83,36,706	1,25,89,06,879
Total Fgn. and Indian Merchandise exported.						
Bengal	45,12,80,756	45,95,28,470	50,26,25,903	55,14,44,400	55,24,02,897	53,85,58,892
Bombay	27,45,81,139	34,03,81,580	30,23,14,153	27,16,77,669	37,82,58,006	38,36,07,291
Sindh	4,59,92,435	8,93,05,915	6,32,83,734	3,31,66,940	8,86,62,912	8,00,22,940
Madras	11,41,25,340	11,17,87,204	11,99,66,320	11,74,96,948	11,85,06,521	13,10,55,951
British Burmah	8,94,17,052	11,72,26,124	10,18,74,995	10,03,62,827	10,31,09,618	15,50,21,909
Total ...	97,53,96,722	1,12,72,29,293	1,09,00,65,105	1,07,41,48,784	1,24,09,39,954	1,28,82,66,983
Ditto Government Stores	9,55,080	7,82,518	10,71,343	34,95,359	43,08,617	58,12,354
Total Merchandise ...	97,63,51,802	1,12,80,11,811	1,09,11,36,448	1,07,76,44,143	1,24,52,48,571	1,29,40,79,337
Treasure, Private.						
Bengal	1,18,30,971	76,04,503	39,67,384	63,74,486	54,65,355	83,61,980
Bombay	5,80,41,367	6,36,88,567	7,44,43,593	6,46,07,098	7,73,85,523	7,80,54,717
Sindh	2,54,673	2,64,985	4,30,133	7,50,452	2,66,287	4,19,639
Madras	5,61,931	25,02,200	6,55,000	25,57,715	15,01,000	10,74,000
British Burmah	6,52,748	26,550	4,295	4,54,500	7,500	1,89,772
Total ...	7,13,41,690	7,40,81,807	7,95,00,405	7,47,44,251	8,46,25,665	8,81,00,108
Ditto Government	1,44,780	32,400	63,471	6,75,29,395	3,00,82,938	84,76,262
Total Treasure ...	7,14,86,470	7,41,14,207	7,95,63,876	14,22,73,646	11,47,08,603	9,65,76,370
Grand Total of Exports ...	1,04,78,38,272	1,20,21,26,018	1,17,07,00,324	1,21,99,17,789	1,35,99,57,174	1,39,06,55,707

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1900-01 *to* 1902-03.

ARTICLES.		Quantities.			Value.		
		1900-1991.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
					Rs.	Rs.	Rs.
Animals—Living	No.	4,409	4,637	4,880	17,84,786	18,38,466	18,51,104
Apparel, &c., (Excluding Boots and Shoes)	value.	.....	.....	.....	47,54,217	53,62,220	62,65,659
Arms, Ammunition, &c. (Excluding Dynamite and other explosives)	„	.....	.....	.....	2,44,396	2,65,997	3,58,838
Articles imported by Post	„	.....	.....	.....	39,71,718	49,20,448	72,18,714
Building and Engineering Materials	„	.....	.....	.....	5,32,862	6,33,198	8,03,400
Cabinetware and Furniture	„	.....	.....	.....	4,24,681	3,57,805	5,54,590
Candles	lbs.	1,059,100	721,523	846,865	3,31,236	2,25,273	2,70,427
Clocks and Watches	No.	144,421	182,635	217,462	8,34,358	9,54,677	9,99,713
Coal, Coke, and Patent Fuel	tons.	77,389	185,058	173,616	17,88,716	34,71,060	31,85,045
Cotton—Raw	cwts.	215,281	73,705	65,257	66,82,885	18,88,976	16,42,694
Do. Twist and Yarn	lbs.	5,781,130	7,600,298	6,149,820	40,20,205	51,26,761	41,16,506
Do. Piece-Goods	yards.	489,452,158	590,516,526	495,723,405	6,52,92,005	8,41,33,107	6,72,25,791
Do. Shawls and Handkerchiefs	No.	5,564,739	4,922,793	6,938,975			
Do. Hosiery, Thread, Net, Canvas, &c.	value.	.....	.....	.....	19,13,422	25,06,918	25,89,199
Chemical Products and Preparations	„	.....	.....	.....	16,05,678	18,47,776	18,80,294
Dynamite and other Explosives	cwts.	1,410	889	1,214	91,453	46,654	93,876
Drugs, Medicines & Narcotics (Excluding Tobacco).	value.	.....	.....	.....	23,87,347	24,08,643	25,73,623
Dyeing and Colouring Materials—Aniline and Alizarine Dyes	lbs.	5,606,339	7,132,912	7,125,659	87,78,639	53,79,771	52,77,580
„ „ Other Sorts	cwts.	24,513	8,188	11,178	11,39,064	8,39,576	8,17,399
Earthenware and Porcelain	value.	.....	.....	.....	6,05,817	8,43,105	9,22,837
Fireworks	„	.....	.....	.....	1,28,518	1,82,582	2,17,631
Glass and Glassware	„	.....	.....	.....	33,61,064	47,35,407	47,45,461
Gums and Resins (Excluding Cutch and Gambier).	cwts.	57,287	68,422	60,772	8,09,365	9,08,599	8,56,295
Hardware and Cutlery	value.	.....	.....	.....	60,69,590	58,81,588	72,50,088
Hides and Skins	cwts.	13,065	13,377	24,516	6,76,397	8,54,155	14,00,885
Instruments and Apparatus	value.	.....	.....	.....	15,93,857	18,24,899	21,80,658
Ivory, Unmanufactured	lbs.	257,366	255,944	301,963	15,88,022	15,47,769	17,57,028
Do. Manufactured	value.	.....	.....	.....	80,036	1,70,206	1,78,869
Jewellery, Precious Stones, Pearls, &c.	„	.....	.....	.....	50,11,625	63,19,511	80,47,587
Leather, Unwrought, Saddlery, &c.	„	.....	.....	.....	9,05,987	8,99,935	14,69,939
Do (Boots and Shoes)	pairs.	179,937	204,377	246,292	5,24,433	6,55,896	7,25,874
Liquors—Ale, Beer, and Porter	...gallons.	1,156,161	1,360,537	1,401,938	12,18,783	14,60,906	15,23,005

Liquors—Spirits ... ... „	362,106	372,378	391,886	27,15,921	27,81,430	28,72,992
Do. Wines and Liqueurs .. .. „	117,529	94,620	108,604	9,10,966	8,24,182	9,42,188
Do. Other sorts ... ... „	1,640	1,099	1,381	4,889	3,126	4,316
Machinery and Millwork ... ... value.	.....	.....	... ..	72,28,304	89,34,126	1,04,19,969
Matches, Lucifer and other ... ... „	.....	.....	.....	13,18,835	18,26,214	14,02,214
Metals—Brass ... ... cwts.	3,528	3,741	3,987	2,63,800	2,99,753	2,48,963
Do. Copper ... ... „	25,550	30,686	82,830	17,30,393	20,13,274	46,29,090
Do. Mixed or Yellow Metal ... ... „	49,106	53,573	126,577	24,71,847	26,40,871	56,65,736
Do. Iron ... ... „	707,258	823,963	810,586	63,51,038	63,87,947	59,79,951
Do. Lead ... ... „	17,566	27,061	20,266	2,61,569	3,29,843	2,32,340
Do. Quicksilver ... ... lbs.	137,329	139,305	107,475	2,61,654	2,53,641	1,86,702
Do. Steel ... ... cwts.	656,166	978,504	1,177,296	49,26,926	60,78,688	70,20,613
Do. Tin ... ... „	8,079	8,253	6,715	8,18,620	7,56,549	6,13,399
Do. Zinc or Spelter ... ... „	27,868	29,869	35,677	4,55,537	4,45,187	5,15,829
Do. Other sorts ... ... „	8,271	9,444	9,384	8,97,298	9,48,174	8,94,880
Oil Mineral—Kerosine ... ...gallons.	24,487,764	28,584,251	29,405,818			
Do. do. other sorts ... ... „	2,181,442	1,860,139	2,126,899	1,31,13,009	1,25,66,470	1,29,15,536
Do. do. Paraffin wax ... ... cwts.	259	273	257			
Do. All other Sorts ... ...gallons.	290,721	374,956	223,070			
Paints and Colours (excluding Painters' Materials). cwts.	75,257	79,876	79,105	11,17 606	12,17,528	11,72,622
Paper and Pasteboard ... ... valuo.	.....	.....	.....	23.38,363	28,71,817	26,69,406
Perfumery, other than Musk ... ... „	.....	.....	.....	1,73,636	1,61,903	1,56,424
Provisions ... ... „	.....	.....	.....	78,64,316	76.81,632	63,39,524
Railway Plant and Rolling Stock ... ... „	.....	.....	.....	48,14,392	44,78,830	47,23,061
Silk—Raw ... ... lbs.	2,142,281	1,759.547	1,411,415	85,39,241	63,96,237	44,31,816
Do. Piece-Goods (including silk mixed with other materials) ... ... yards.	9,154,982	10.459,383	10,701,450	77,72,302	81,99,166	89,00,748
Spices ... ... lbs.	11,333,549	11,822,404	12,099,985	19,55,788	22.10,088	21,74,702
Sugar, refined ... ... cwts.	2,294,673	2,338 206	2,377,271	2,58,22,775	2,49 33,840	2,35,34,202
Tea ... ... lbs.	4,269,414	2,501,065	3,055,215	22,62,914	13.20,841	17,29,963
Tobacco, Cigars, &c. ... ... „	571 346	580,703	647.730	6,91.433	7 85,390	8.39,006
Umbrellas ... ... No.	1,060,512	622,257	938,951	10,63,978	6,72,806	9.14,030
Wool—Raw ... ... lbs.	1,856,017	2,144 021	1,279,619	5,20,558	5,94,684	3.60,333
Woollen Piece-Goods ... ... yards.	6,527,419	8,256,301	5,588,203	58.74.330	70,15.796	49.55,074
All other Articles ... ... value.	.....	.....	.....	2,47,78.295	1,94,06.221	1,95,98,661
Total Value ...	.....	.....	.....	26,34,05,990	28,30,08,154	27,60,44,839
Treasure—Gold ... ... Ozs...	1,113,060	708,064	1,144,530	6,70,74.563	4,31,86,121	6,94,11,001
Do. Silver ... ... „ ...	15,661,661	49,374,353	62,222,274	3,05,39,894	8,99,52,424	9,95,70,678
Total Treasure ...	16,774,721	50,082,417	63,366,804	9,76,14,457	13,31,38,545	16,89,81,679
Grand Total...Rs.	.....	.....	.....	36,10,20,447	41,61,46,699	44,50,26,518

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1900-1901 to 1902-1903.

ARTICLES.	Quantities.			Value.		
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	5,925	3,950	1,879	2,23,814	1,38,043	62,395
Coir, unmanufactured and manufactured (Excluding Ropes) ... ... „	16,985	15,385	13,522	1,44,661	1,33,599	1,41,843
Cotton—Raw ... ... „	2,443,985	4,445,251	4,330,680	6,90,36,726	11,25,01,454	10,71,37,582
Do. Twist and Yarn ... ... lbs.	113,833,680	246,578,805	228,446,125	4,01,22,176	8,44,54,372	7,87,89,959
Do. Piece-goods ... ... yards.	38,374,578	44,076,939	44,862,475	54,69,781	62,72,513	61,52,323
Do. Shawls and Handkerchiefs ... ... No.	194,990	146,059	105,182			
Do. Hosiery, Thread, Net, Canvas, &c. ... value.	.....	.....	.....	3,98,148	4,03,216	4,59,374
Dyeing and Colouring Materials (including Cutch, Gambier and Lac)—						
Indigo ... ... cwts.	5,322	3,015	2,295	10,62,718	6,02,107	4,11,317
Myrabollams ... ... „	753,476	921,460	954,666	26,49,395	31,38,393	32,42,015
Other Sorts ... ... „	27,328	43,180	51,181	3,67,714	5,46,333	5,07,093
Grain and Pulse—						
Rice not in the Husk ... ... „	572,876	792,274	978,738	31,46,484	41,37,310	48,04,595
Wheat ... ... „	24,070	83,297	390,748	1,62,949	4,49,531	19,27,304
Wheat Flour ... ... lbs.	41,833,740	47,045,929	61,938,791	28,00,316	30,29,764	37,09,957
Other sorts ... ... cwts.	153,411	317,668	1,367,864	7,88,932	14,25,662	49,46,105
Hides and Skins—						
Hides ... ... No.	2,301,607	158,128	141,857	87,82,544	9,39,807	8,92,220
Skins ... ... „	5,388,592	3,344,077	3,441,181	78,33,897	48,73,662	50,73,437
Oils ... ...gallons.	255,580	240,030	239,532	7,36,493	9,51,693	8,67,081
Opium ... ... chests.	24,714	17,541	19,378	3,33,30,002	2,28,16,254	2,50,93,749
Provisions ... ... value.	.....	.....	.....	19,73,025	16,85,720	21,77,680
Seeds—						
Linseed ... ... cwts.	987,610	2,144,685	2,086,642	88,94,600	2,01,18,136	1,90,94,636
Rape ... ... „	981,460	2,987,032	2,409,477	73,19,366	1,98,59,116	1,53,41,719
Gingelly ... ... „	1,578,054	1,790,910	3,047,851	1,32,19,743	1,56,10,235	2,33,97,000
Poppy ... ... „	441,310	603,367	539,626	37,50,086	50,00,078	46,09,584
Castor ... ... „	819,179	1,163,097	1,339,583	61,28,084	75,52,584	69,19,164
Groundnuts ... ... „	28,960	98,208	52,766	2,32,755	7,67,557	3,86,898

Cotton	"	198,766	1,997,459	3,859,459	4,73,773	45,34,435	98,01,717
Other sorts	"	105,177	712,045	372,937	9,72,077	40,82,189	26,81,304
Spices	lbs.	5,884,478	7,071,601	8,208,797	14,96,084	19,52,826	23,39,488
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	10,776	12,111	7,911	1,62,973	1,65,613	1,09,481
Do. unrefined (Molasses, Goor, &c.)	"	14,971	12,068	12,926	1,31,330	1,15,017	1,13,334
Tea	lbs.	2,625,880	2,870,324	3,743,596	13,03,472	13,56,559	18,52,511
Tobacco, Cigars, &c.	"	3,222,287	9,165,647	6,811,823	4,34,418	11,41,930	8,62,904
Wool—Raw	"	9,273,061	10,163,011	12,807,732	42,55,944	46,09,857	60,55,778
Woollen Shawls	No.	1,139	1,663	813	55,659	45,678	29,214
All other Articles	value.	.....	.....	.....	1,93,68,826	1,75,14,393	2,09,35,650
Total Value Rs. ...		.....	.....	.....	24,72,28,915	35,29,25,636	36,08,89,861
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,049,137	1,501,452	1,300,752	6,10,378	8,59,615	7,62,848
Do. Piece-goods	yards.	56,420,120	65,447,932	51,054,586	1,07,01,886	1,21,57,761	96,65,797
Do. Shawls and Handkerchiefs	No	849,423	882,209	931,110			
Do. Hosiery, Thread, Net, Canvas, &c ...	value.	.....	.....	.....	2,62,707	2,20,327	2,60,128
Gums and Resins (excluding Cutch and Gambier).	cwts.	34,422	39,243	42,520	5,77,178	6,69,345	7,48,737
Ivory, unmanufactured	lbs.	66,880	81,365	131,386	3,59,928	4,56,412	6,78,935
Provisions	value	...	.....	.....	9,27,251	14,50,674	14,34,432
Silk—Raw	lbs.	95,856	56,709	82,424	1,78,743	1,42,545	1,48,942
Do. Piece-goods (including silk mixed with other materials)	yards.	576,932	822,594	1,077,148	5,08,148	6,09,725	7,06,216
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	59,322	52,083	21,119	7,12,308	6,14,671	2,27,819
Tea	lbs.	1,984,183	1,248,785	1,604,093	10,10,558	8,38,695	10,48,378
Wool—Raw	"	469,364	701,400	566,496	1,83,147	2,52,757	1,62,695
Do. Piece-goods	yards.	310,901	260,368	228,041	3,39,456	2,73,959	2,31,421
All other Articles	value.	.....	.....	.....	80,77,360	67,80,129	66,33,701
Total Value Rs. ...		.....	.....	.....	2,44,49,048	2,53,27,115	2,27,10,044
Grant Total Rs. ...		.....	.....	.....	27,16,77,963	37,82,52,751	38,35,99,905
Treasure—Gold ... ... Ozs ...		705,127	571,927	596,820	4,16,96,191	3,28,97,805	3,40,81,517
Do. Silver ... ... " ...		11,779,684	24,871,037	28,734,768	2,29,10,907	4,44,88,218	4,39,73,200
Total Treasure ...		12,484,811	25,442,964	29,331,588	6,46,07,098	7,73,85,523	7,80,54,717
Grand Total Rs. ...		.....	.....	.....	33,62,85,061	45,56,38,274	46,16,54,622

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1901, 1902, and 1903.

Articles.		Quantities.			Value.		
		1901.	1902.	1903.	1901.	1902.	1903.
Animals—Living	No.	10,469	11,795	15,817	Rs. 41,48,863	Rs. 45,48,848	Rs. 59,28,274
Apparel (including Millinery, &c.)	value.	.....	.....	.....	1,49,00,762	1,53,23,507	1,66,34,176
Arms, Ammunition, &c.	"	.....	.....	.....	24,72,454	25,89,321	26,53,626
Books and Printed Matters	cwts.	21,889	23,707	28,581	25,05,035	27,03,838	26,58,933
Building and Engineering Materials	value.	.....	.....	.....	19,76,658	23,75,403	26,43,194
Coffee	cwts	7,166	11,911	9,481	2,19,965	3,36,470	2,56,105
Coal, Coke and Patent Fuel	tons.	191,627	219,347	164,140	39,16,447	41,87,651	30,39,964
Cotton—Raw	cwts.	83,767	82,946	24,933	23,62,292	20,25,144	6,63,701
" Twist and Yarn	lbs	38,602,163	34,208,791	27,895,604	2,74,85,578	2,31,59,775	2,62,21,972
" Piece Goods	yards.	2,218,773,589	2,091,603,371	2,043,729,781	30,00,39,656	26,96,72,888	27,04,60,144
" Shawls, Hosiery, Thread, &c.	value.	.....	.....	.....	1,11,58,813	96,78,109	1,33,65,720
Corals, Real	lbs.	244,703	305,845	173,536	8,36,349	6,33,836	4,23,772
Chemicals	value.	.....	.....	.....	56 59,232	56,39,420	56,90,068
Clocks and Watches	No.	307.085	371,292	393,997	15,68,323	16,38,969	16,21,602
Candles	lbs.	3,243,394	3,166,064	2,905,835	9,77,366	9,61,430	9,04,553
Drugs, Medicines and Narcotics	value.	.....	.....	.....	1,01,33,217	1,07,84,500	1,17,36,394
Dyeing and Tanning materials (Alizarine and Aniline dyes)	lbs.	9,013,470	8,985,247	11,584,104	64,47,264	66,71,179	79,13,239
" other sorts	cwts.	39,777	43,134	39,494	13,88,937	16,01,724	15,31,874
Earthenware and Porcelain	value.	.....	.....	.....	24,89,044	27,41,557	28,10,729
Flax manufactured and unmanufactured.	"	.....	.....	.....	19,82,404	18,76,042	19,86,598
Fruits and Vegetables	,	.....	.....	.....	8,96,685	5,78,917	7,85,150
Gums and Resins	cwts.	127,890	134,992	127,569	12,66,649	13,87,954	13,76,956
Glass	value	.....	.....	.....	90,82,335	92,37,367	96,76,567
Hides and Skins, dressed and undressed—							
Hides	cwts.	8,874	7,483	6,005	3,31,035	3,90,186	3,02,078
Skins	"	19,499	30,162	25,084	12,69,663	17,94,340	16,20,520
Ivory, unmanufactured	lbs.	245,130	307,855	294,015	14,63,482	18,12,598	17,39,669

Instruments and Apparatus ... ... value.	.....	.....	.....	53,17,246	56,15,601	73,79,474
Jewellery, Precious Stones, Pearls, &c... „	.....	.....	.....	1,15,03,027	1,60,04,250	1,61,71,060
Liquors—Ale, Beer and Porter ...gallons	3,340,856	4,040,058	4,011,256	47,77,947	54,57,991	54,40,045
„ Spirits ... ... „	1,245,349	1,362,092	1,427,286	86,61,978	91,37,719	97,09,700
„ Wines, Liqueurs, &c. ... „	328,841	351,305	345,317	28,54,217	32,53,314	28,72,748
Leather, unmanufactured and manufactured (excluding Boots and Shoes) value.	.....	.....	.....	19,02,344	23,76,102	26,02,193
„ Boots and Shoes ... ... pairs	725,903	836,756	1,041,012	19,73,753	21,80,564	25,67,364
Metals (excluding Hardware & Cutlery). tons.	366,825	371,961	463,378	6,91,14,284	7,56,22,803	8,62,62,288
„ Hardware and Cutlery ... ... value.	.....	.....	.....	1,71,76,482	1,78,44,491	2,19,65,410
Machinery and Millwork ... ... „	.....	.....	.....	2,88,50,352	2,89,22,541	3,09,89,030
Matches, Lucifer and other ... ... „	.....	.....	.....	44,63,617	44,82,033	51,44,695
Oil, mineral—Kerosine ... ...gallons	96,733,632	81,970,967	76,355,207	3,87,55,767	3,03,86,970	3,13,84,648
„ „ other kinds ... ... „	8,784,879	6,879,234	7,797,670	76,11,098	59,52,467	49,47,575
„ all other kinds ... ... „	2,458,911	1,665,884	1,042,085			
Provisions ... ... value	.....	.....	.....	2,02,87,527	1,88,70,547	1,89,71,496
Paints and Colours ... ... cwts.	209,426	229,712	199,972	33,27,677	32,59,886	31,86,577
Painters' Materials ... ... value.	.....	.....	.....	9,83,681	8,98,121	9,87,683
Paper and Pasteboard ... ... „	.....	.....	.....	52,94,298	53,37,588	49,13,981
Perfumery ... ... „	.....	.....	.....	2,52,458	2,18,711	2,97,844
Railway Plant and Rolling Stock ... „	.....	.....	.....	2,09,13,038	1,38,16,490	1,46,40,024
Salt ... ... tons	464,148	497,095	434,584	73,21,596	68,73,747	61,34,109
Silk, Raw ... ... lbs.	2,213,573	1,826,270	1,368,176	83,55,024	66,24,694	49,57,590
„ Piece Goods (including goods mixed with other materials) ... ... yards.	20,096,438	17,698,698	21,453,824	1,38,30,257	1,29,75,820	1,50,65,905
Soap ... ... cwts	103,084	134,248	140,374	17,81,630	22,21,819	24,28,557
Spices ... ... lbs.	87,753,725	96,652,926	95,330,476	85,95,618	84,35,380	83,44,920
Stationery (excluding Paper). ... ... value.	.....	.....	.....	33,30,921	31,70,054	37,23,654
Sugar and Sugarcandy, Refined ... cwts.	4,625,233	5,958,068	5,333,682	5,07,33,824	5,69,64,183	5,22,16,981
„ Unrefined (Molasses, Goor, &c.) ... „	559,300	395,712	394,319	24,92,942	16,47,590	21,66,237
Tea ... ... lbs.	3,859,471	3,189,671	3,999,619	19,21,006	16,84,360	22,65,298
Toys and Requisites for Games ... value.	.....	.....	.....	20,08,245	22,42,268	25,51,071
Umbrellas ... ... No.	2,378,319	2,029,393	2,770,568	21,45,943	17,54,692	23,96,411
Wood, Timber ... ... tons.	43,985	46,218	58,306	28,00,251	29,34,105	41,40,899
„ other Sorts, including wooden-ware. value.	.....	.....	.....	4,50,698	5,18,862	7,72,844
Wool, Raw ... ... lbs.	3,908,808	3,248,406	2,354,736	11,37,945	8,01,075	7,51,363
„ Piece Goods ... ... yards.	17,676,025	10,982,132	14,295,146	1,41,03,857	95,83,871	1,25,69,480
„ Shawls, Braids, &c. ... ... value.	.....	.....	.....	69,88,181	43,90,486	77,16,434
All other Articles ... ... „	.....	.....	.....	3,09,80,744	3,13,43,730	3,29,53,419
Total Value Rs....	.....	.....	.....	82,99,78,031	78,81,55,798	82,01,34,585

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and Value of the Principal Articles exported in the years ending 31st December 1901, 1902, and 1903.

ARTICLES.		Quantities.			Value.		
		1901.	1902.	1903.	1901.	1902.	1903.
INDIAN PRODUCE AND MANUFACTURES.					Rs.	Rs.	Rs.
Coffee	Cwts.	322,466	191,326	347,932	1,59,87,027	95,84,290	1,60,38,534
Cotton—Raw	"	5,225,812	5,582,893	7,699,068	13,60,16,558	13,92,28,578	20,64,40,965
" Twist and Yarn	lbs.	249,304,522	251,865,459	277,215,059	8,54,10,673	8,68,92,412	9,55,53,105
" Piece Goods	yards.	69,790,394	70,570,705	71,593,913	1,38,25,137	1,35,81,235	1,39,97,273
" Shawls, Hosiery, &c. ...	value	.....	.....	.....	12,30,250	12,96,402	14,69,338
Coir, Unmanufactured	cwts.	22,667	25,359	26,614	2,30,391	2,16,700	2,20,179
" Manufactured (excluding Cordage)	"	428,993	430,052	458,223	39,93,295	43,10,246	45,24,142
Dyeing and Colouring Materials—							
Indigo	"	98,754	82,586	64,758	2,02,26,532	1,70,32,773	1,16,18,454
Myrabollams	"	928,596	1,250,561	1,096,370	30,42,944	40,98,598	37,04,398
Cutch and Gambier	"	76,736	59,661	110,474	14,45,257	10,70,434	20,43,008
Other sorts	"	93,672	159,332	108,369	10,04,078	12,22,790	7,13,259
Grain and Pulse—							
Rice in the Husk	"	323,323	399,186	527,780	8,39,201	9,39,648	12,11,158
" not in the Husk	"	32,540,303	39,192,609	45,382,934	13,56,75,164	15,43,01,278	19,48,43,800
Wheat	"	5,516,637	10,599,321	22,905,362	2,45,05,864	4,65,94,044	9,86,14,957
" Flour	"	486,999	682,169	758,131	34,22,318	44,80,629	49,95,782
Other Sorts	"	1,292,419	3,942,034	5,540,625	53,73,379	1,39,32,863	1,91,13,206
Hides and Skins—							
Hides	"	916,728	770,497	752,054	4,17,71,369	3,49,34,340	3,61,24,989
Skins	"	400,612	379,525	407,378	4,64,06,164	4,52,34,564	4,97,11,091
Jute—Raw	"	13,013,518	15,702,955	11,640,847	10,79,51,899	12,74,14,347	10,09,53,802
" Gunny Bags	No.	210,871,630	242,482,139	210,500,732	4,54,55,239	4,83,56,307	4,49,70,554
" Cloth	yds.	406,901,681	456,208,128	539,178,204	3,82,33,195	4,03,14,028	4,71,23,682
" Other Sorts...	value.	.....	.....	.....	8,87,645	6,92,476	5,79,139
Lac—Shell, Button, Stick, &c. ...	cwts.	180,473	202,570	230,920	87,19,286	1,50,04,810	2,34,65,093
Opium	chests.	65,178	67,917	72,424	8,60,68,842	8,12,79,724	9,64,84,702
Oils	gallons	3,557,966	4,203,244	6,948,423	66,37,416	76,99,959	1,03,72,797
	cwts.	41,057	65,041	43,206			
Provisions (excluding Wheat Flour)	,, value.	.....	.....	.....	58,33,976	68,40,280	62,27,915

Spices	...	...	...	...	...	lbs.	28,481,016	26,192,298	33,112,038	69,90,260	59,66,682	78,24,030
Saltpetre	...	...	...	...	...	cwts.	329,274	390,742	412,593	32,42,980	40,78,002	43,52,938
Seeds—												
Linseed	...	...	...	...	...	cwts.	6,525,498	6,444,898	8,480,306	5,98,27,570	5,94,81,648	5,86,67,572
Rape	...	...	...	...	...	,,	5,399,759	4,728,347	4,151,959	3,80,54,375	3,02,13,716	2,44,08,074
Gingelly	...	...	...	...	...	,,	2,298,730	2,428,453	4,064,938	1,96,09,176	2,08,56,829	2,98,56,866
Poppy	...	...	...	...	...	,,	907,759	958,620	1,260,437	75,94,038	82,04,903	84,80,686
Castor	...	...	...	...	...	,,	1,252,859	1,663,416	1,719,951	85,72,482	91,38,858	78,41,976
Groundnuts		...	...	...	...	,,	607,704	1,174,350	1,370,312	43,07,709	86,36,458	85,98,842
Other Sorts		...	...	...	...	,,	2,335,566	3,657,669	4,394,640	85,17,173	1,17,20,832	1,33,99,505
Silk, Raw	...	...	...	...	...	lbs.	1,793,499	1,973,045	1,994,576	59,30,177	66,95,503	68,79,589
,, Piece Goods (including Silk mixed with other Materials)					...	yds.	1,194,727	339,628	949,640	11,56,214	8,57,757	9,67,943
Sugar and Sugarcandy, Refined					...	cwts.	16,871	16,828	14,570	2,06,823	1,81,415	1,56,293
,, Unrefined (Molasses, Goor, &c.)					...	,,	143,696	201,702	184,261	7,58,108	7,87,173	8,31,718
Tea	...	...	...	...	...	lbs.	179,945,746	182,119,606	209,630,263	8,25,93,828	7,40,01,244	8,67,25,679
Tobacco, Cigars, &c.			...	...	...	,,	19,573,951	15,956,795	13,142,262	33,32,791	28,53,323	21,94,392
Wood, Teak	...	...	...	...	...	tons	59,231	53,114	81,848	70,61,054	63,26,353	99,33,416
,, Other sorts (including woodenware)						value	.....	.....	.....	20,19,866	19,26,913	18,01,728
Wool, Raw	...	...	...	...	...	lbs.	20,168,355	24,214,394	34,701,428	81,04,308	1,02,28,391	1,39,86,928
,, Manufactures of			...	...	...	value.	.....	.....	.....	27,77,641	23,83,243	28,42,309
All other Articles	...	...	...	...	...	,,	.....	.....	.....	4,95,09,659	5,11,22,909	5,29,33,515
Total Value Rs.	...						.....	.....	.....	1,16,03,29,331	1,22,22,15,907	1,43,37,99,321
FOREIGN MERCHANDISE.												
Cotton—Twist and Yarn	...	...	...			lbs.	1,626,873	1,542,067	1,098,857	9,82,855	9,27,529	6,91,876
,, Piece Goods	...	...	...			yds.	70,331,310	58,943,453	64,302,425	1,27,72,801	1,07,77,790	1,17,92,835
,, Shawls, Thread, &c.		...	...			value.	.....	.....	.....	3,90,282	4,70,435	6,08,173
Ivory, Unmanufactured		...	...	...		lbs.	72,588	125,617	118,553	4,14,716	6,56,573	5,79,962
Metals...	..	...	...	...	...	cwts.	183,513	191,668	217,287	14,01,236	11,64,906	21,80,010
Silk, Raw	...	...	...	...	...	lbs.	83,821	71,306	79,874	1,77,543	1,32,911	1,56,653
,, Piece Goods		...	...	...	...	yards.	861,955	1,110,951	876,212	6,38,401	7,44,412	6,68,815
Spices	...	...	...	...	...	lbs.	926,525	779,371	1,263,577	2,13,444	3,08,662	3,25,038
Sugar and Sugarcandy, Refined				...	...	cwts.	65,817	74,076	47,031	7,86,294	7,71,433	4,90,730
Tea	...	...	...	...	...	lbs.	1,406,444	1,292,066	1,204,487	9,45,693	8,63,042	8,47,009
Wool, Raw	...	...	...	...	...	,,	7,757,275	5,888,783	5,827,575	35,53,939	25,26,266	26,04,256
All other Articles	...	...	...	...		value.	.....	.....	.....	1,04,81,226	99,94,625	1,15,45,869
Total Value Rs.	...						.....	.....	.....	3,27,58,430	2,92,38,584	3,24,91,215
Grand Total Rs	...						.....	.....	.....	1,19,30,87,761	1,25,14,54,491	1,46,62,90,536

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1901, 1902, and 1903.

ARTICLES.	Quantities.			Value.		
	1901.	1902.	1903.	1901.	1902.	1903.
				Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.) ... ... value.	.....	.....	.....	53,01,372	60,39,630	64,08,781
Arms, Ammunition, &c. ... ... „	.....	.....	.....	2,92,106	3,44,619	4,68,808
Building and Engineering Materials ... „	.....	.....	.....	5,33,762	7,92,441	3,37,369
Cabinetware and Furniture ... ... „	.....	.....	.....	3,71,671	5,34,725	4,92,913
Candles ... ... lbs.	936,267	778,916	868,955	2,93,162	2,47,194	2,75,372
Clocks and Watches ... ... No.	169,518	219,581	216,154	9,24,069	10,30,581	8,81,832
Coal, Coke and Patent Fuel ... ... tons.	146,060	192,282	139,957	27,86,494	35,97,162	25,25,522
Cotton—Twist and Yarn ... ... lbs.	7,866,033	6,156,781	5,520,774	54,46,562	40,91,741	40,17,166
„ Piece Goods ... ... yards.	620,983,340	474,269,010	510,925,778	8,81,45,237	6,55,77,912	7,11,78,551
„ Shawls and Handkerchiefs ... No	5,931,545	5,467,701	12,023,511	5,28,777	5,15,977	10 62,474
„ Lace, Nets, Hosiery, &c. ... ... value.	.....	.....	.....	24,56,567	24,22,530	30,52,310
Chemical Products and Preparations ... „	.....	.....	.....	18,84,454	18,13,409	19,63,846
Drugs and Medicines ... ... „	.....	.....	.....	24,71,209	24,67,137	29,90,738
Dyeing and Coloring Materials—						
Aniline and Alizarine Dyes ... ... lbs.	6,981,603	7,133,421	9,205,029	51.67,130	54,44,040	64,64,574
Other sorts... ... ... cwts.	13,135	8,907	10,602	9,21,025	8,40,747	9,55,316
Earthenware and Porcelain ... ... value.	.....	.....	.....	8,06,326	9,09,153	9,71,003
Fireworks ... ... „	.....	.....	.....	1,76,425	2 05,797	3,91,487
Glass ... ... „	.....	.....	.....	46,40,803	46,74,649	46,26,146
Gums and Resins ... ... cwts.	59,586	67,110	73,023	8,01,938	9,36,815	9,96,156

Hides and Skins—						
Hides ... ... No.	3,984	30,939	33,071	53,685	1,95,208	1,55,912
Skins ... ... „	620,161	1,072,255	1,005,053	7,07,197	10,98,060	9,66,336
Instruments and Apparatus ... ... value.	.....	.....	.....	17,94,396	21,33,833	29,60,679
Ivory, unmanufactured ... ... lbs.	245,037	300,855	293,336	14,59,993	18,12,598	17,35,252
Jewellery, Precious Stones, Pearls, &c. ... value.	.....	.....	.....	65,66,625	79,11,071	64,27,241
Leather (including Saddlery, &c.) ... „	.....	.....	.....	8,91,887	13,52,471	13,77,576
„ Boots and Shoes ... ... pairs.	210,653	226,888	269,566	6,23,137	6,80,007	7,81,735
Liquors—Ale, Beer and Porter ... ...gallons	1,140,138	1,494,055	1,361,152	12,27,697	16,26,273	14,76,459
„ Spirits, Wines, &c. ... ... „	467,667	491,312	520,454	36,42,043	38,16,930	39,31,086
Machinery and Millwork ... ... value.	.....	.....	.....	90,95,505	1,03,31,744	1,19,40,751
Matches, Lucifer and other ... ... „	.....	.....	.....	14,32,340	13,55,819	15,81,613
Metals (excluding Hardware & Cutlery). tons.	97,791	106,481	114,131	2,01,15,172	2,44,78,391	2,65,00,949
„ Hardware and Cutlery ... ... value.	.....	.....	.....	60,13,016	64,77,553	82,79,154
Oil, Mineral—Kerosine ... ...gallons	31,832,104	28,024,324	24,320,444	1,29,95,545	1,01,03,685	1,00,92,134
„ „ other sorts ... ... „	2,119,609	2,304,477	1,942,399			
„ all other sorts ... ... „	394,617	231,453	206,320	18,67,597	15,86,999	13,17,400
„ „ „ ... ... cwts.	313	226	148			
Paints and Colors (excluding Painters' Materials) ... ... „	72,012	83,628	85,393	11,74,367	12,03,845	12,36,597
Paper and Pasteboard ... ... value.	.....	.....	.....	28,15,447	27,50,756	24,60,141
Perfumery ... ... „	.....	.....	.....	1,77,521	1,50,174	2,08,913
Provisions ... ... „	.....	.....	.....	79,79,238	66,90,024	72,35,482
Railway Plant and Rolling Stock ... „	.....	.....	.....	50,86,565	40,10,596	43,97,665
Silk, Raw ... ... lbs.	1,811,798	1,581,297	1,146,729	65,34,034	54,41,509	38,99,193
„ Piece Goods (including Silk mixed with other Materials) ... ... yards.	10,673,631	10,555,097	10,396,084	85,09,927	86,13,420	85,73,242
„ Goods, other sorts ... ... value.	.....	.....	.....	26,61,467	18,89,384	23,63,388
Spices ... ... lbs.	12,679,271	11,157,154	14,174,919	22,90,229	20,35,144	28,49,503
Sugar, refined & unrefined, & Confectionery cwts.	2,126,836	2,651,038	2,231,035	2,36,82,185	2,65,78,281	2,25,27,746
Tea ... ... lbs.	3,129,196	2,439,495	3,178,627	16,24,302	13,77,392	19,34,096
Tobacco, Cigars, &c. ... ... „	538,107	660,258	642,455	7,15,580	8,63,256	9,07,756
Umbrellas ... ... No.	733,344	822,370	1,022,366	7,78,459	8,05,400	10,60,272
Woollen Piece Goods ... ... yards.	8,992,732	5,622,323	7,340,041	77,15,095	48,96,144	66,58,206
„ Goods other sorts ... ... value.	.....	.....	.....	13,55,640	10,86,444	14,86,814
All other Articles ... ... „	.....	.....	.....	2,57,65,822	2,70,58,331	2,60,79,946
Total Value Rs. ...	.....	.....	.....	29,13,00,602	27,28,97,000	28,39,04,081

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1901, 1902 and 1903.

ARTICLES.	Quantities.			Value.		
	1901.	1902.	1903.	1901.	1902.	1903.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	5,398	2,069	1,813	1,93,097	70,693	51,603
Coir, manufactured and unmanufactured (excluding Ropes) ... ... ,,	11,324	18,413	10,044	98,091	1,74,953	1 00,770
Cotton—Raw ... ... ,,	4,033,036	3,973,511	5,616,776	10,56,64,791	10,04,95,731	15,18,48,666
,, Twist and Yarn ... ... lbs.	229,089,134	228,492,826	258,606,553	7,85,98,642	7,91,91,600	8,94,66,747
,, Piece Goods ... ... yards.	41,779,813	44,779,868	49,198,434	59,26,397	61,73,296	68,97,031
,, Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	4,63,679	4,40,317	5,20,815
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	756,467	1,104,559	836,767	25,89,546	37,09,618	29,82,914
Other sorts ... ... ,,	41,101	56,598	41,765	11,19,996	10,61,327	8,59,288
Grain and Pulse—						
Rice, not in the husk ... ... ,,	697,545	1,048,063	787,709	36,64,102	51,46,251	44,55,425
Wheat ... ... ,,	76,993	328,070	3,169,453	4,15,145	16,41,471	1,41,42,040
Wheat flour ... ... lbs.	39,209,487	60,047,947	68,478,990	25,60,627	36,45,660	41,41,825
Other sorts ... ... cwts.	240,471	850,145	2,468,222	10,95,206	33,00,759	88,71,658
Hides and Skins—						
Hides ... ... No.	228,849	144,121	117,876	12,51,790	7,95,247	6,44,779
Skins ... ... ,,	3,582,175	3,124,756	3,952,902	52,46,528	45,40,023	59,00,722
Oils ... ...gallons	182,405	238,483	321,138	8,64,079	8,95,608	9,67,141
Opium ... ...chests	17,228	20,411	23,996	2,24,72,127	2,64,77,065	3,19,53,697
Seeds—						
Linseed ... ... cwts.	1,800,714	2,110,059	3,048,394	1,64,79,161	2,03,28,696	2,17,63,644

Rape ... ... „	2,522,704	2,776,328	2,776,712	1,68,18,517	1,79,90,276	1,59,53,201
Gingelly ... ... „	1,811,888	1,762,954	3,389,678	1,54,47,243	1,51,19,365	2,42,05,173
Poppy ... ... „	585,349	533,450	738,714	48,46,378	46,37,827	50,72,534
Groundnuts ... ... „	37,509	101,700	65,657	2,97,325	7,98,849	4,49,676
Other sorts ... ... „	3,269,407	4,715,895	5,477,665	1,50,53,155	1,75,87,581	1,83,29,659
Spices ... ... lbs.	6,302,338	7,537,939	8,994,489	17,05,854	21.13,783	23,94,362
Sugar, refined and unrefined ... ... cwt's.	27,034	21,039	19,503	3,05,539	2,33,777	2,12,125
Tea ... ... lbs.	3,110,641	3,278,495	3,879,885	15,08,829	15,81,018	19,06,248
Tobacco, Cigars, &c. ... ... „	9,203,633	6,655,930	7,480,240	11,45,557	8,45,171	9,35,051
Wool, Raw ... ... „	9,709,355	11,571,354	15,928,717	43,56,176	55,07,843	74,56,841
Woollen Shawls ... ... No.	1,485	1,066	884	56,643	28,654	22,237
All other articles ... ... value.	.....	.....	.....	1,94,79,872	2,23,08,389	2,13,85,987
Total value Rs. ...	.....	.....	.....	32,97,24,592	34,68,41,748	44,39,11,819
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,452,182	1,359,142	950,218	8,36,332	7,79,730	5,73,299
„ Piece Goods ... ... yds.	64,169,367	52,946,813	58,418,891	1,18,70,686	98,26,748	1,08,42,832
„ Shawls and Handkerchiefs ... No.	890,761	969,592	763,707	1,68,172	1,98,865	1,76,946
„ Lace, Thread, &c. ... ... value.	.....	.....	.....	2,08,436	2,52,436	4,17,993
Gums and Resins ... ... cwts.	35,405	41,861	42,223	5,98,115	7,34,128	7,30,728
Ivory, unmanufactured ... ... lbs.	72,588	125,617	118,553	4,14,716	6,56,573	5,79,962
Provisions ... ... value.	.....	.....	.....	14,29,285	13,57,441	17,80,712
Silk, Raw ... ... lbs.	78,853	70,220	75,614	1,65,791	1,27,979	1,43,544
„ Piece Goods (including Silk mixed with other materials) ... ... yards.	793,961	1,027,289	847,117	5,91,689	6,86,173	6,31,901
Sugar, refined ... ... cwts.	61,968	24,046	25,400	7,40,407	2,61,779	2,69,972
Tea ... ... lbs.	1,405,106	1,319,102	1,203,815	9,44,942	8,61,643	8,47,047
Wool, Raw ... ... „	522,512	741,888	294,142	1,78,282	2,36,070	1,12,395
Woollen Piece Goods ... ... yards.	265,167	237,494	215,738	2,84,844	2,34,887	2,37,584
„ Shawls, &c. ... ...value.	.....	.....	.....	88,027	94,431	93,033
All other articles ... ... „	.....	.....	.....	69,13,349	63,39,850	80,99,822
Total value Rs. ...	.....	.....	.....	2,54,33,072	2,26,48,733	2,55,37,770
Grand Total Rs. ...	.....	.....	.....	35,51,57,664	36,94,90,481	46,94,49,589

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which tries at Ports in British India in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1893-94 ...	2,025	453,067	1,623	2,610,037	3,648	3,063,104	1,034	263,242
1894-95 ...	1,966	401,363	1,819	2,911,794	3,785	3,313,157	1,143	309,932
1895-96 ...	2,021	362,029	1,835	2,949,232	3,856	3,311,261	999	260,689
1896-97 ...	1,890	299,020	1,775	2,877,982	3,665	3,177,002	1,012	233,645
1897-98 ...	1,929	371,147	1,704	2,732,192	3,633	3,103,339	967	250,151
1898-99 ...	1,659	312,382	1,849	2,991,245	3,508	3,303,627	739	192,726
1899-1900 ...	1,374	245,511	1,927	3,167,880	3,301	3,413,391	539	126,851
1900-1901 ...	1,264	167,661	1,792	2,996,434	3,056	3,164,095	565	67,001
1901-1902 ...	1,391	160,444	1,928	3,618,048	3,319	3,778,492	573	59,354
1902-1903 ...	1,287	151,935	2,005	3,900,552	3,292	4,052,487	581	63,371

CLEAR

1893-94 ...	2,459	700,421	1,851	2,999,532	4,310	3,699,953	560	96,190
1894-95 ...	2,566	654,055	2,066	3,247,475	4,632	3,901,530	530	77,983
1895-96 ...	2,457	547,271	2,066	3,341,190	4,523	3,888,461	424	76,361
1896-97 ...	2,363	456,364	1,926	3,078,441	4,289	3,534,805	495	79,571
1897-98 ...	2,236	517,461	1,930	3,084,919	4,166	3,602,380	482	8[illegible],479
1898-99 ...	2,025	466,487	2,337	3,938,474	4,362	4,404,961	303	53,311
1899-1900 ...	1,652	350,143	2,168	3,674,339	3,820	4,024,482	148	34,532
1900-1901 ...	1,607	209,831	2,155	3,698,238	3,762	3,908,069	143	19,107
1901-1902 ...	1,572	176,717	2,273	4,394,511	3,845	4,571,228	160	17,253
1902-1903 ...	1,614	191,454	2,541	5,116,048	4,155	5,307,502	240	17,972

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Coun-Official Year from 1893-94 *to* 1902-03.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam vessels.	Tons.
348	471,565	1,382	734,807	3,059	716,309	1,971	3,081,602	5,030	3,797,911
381	533,297	1,524	843,229	3,109	711,295	2,200	3,445,091	5,309	4,156,386
371	556,989	1,370	816,778	3,020	622,718	2,206	3,505,321	5,226	4,128,039
339	473,342	1,341	706,987	2,892	532,665	2,114	3,351,324	5,006	3,883,989
375	564,271	1,742	814,422	2,896	621,298	2,079	3,296,463	4,977	3,917,761
648	1,086,833	1,407	1,279,559	2,418	505,108	2,497	4,078,078	4,915	4,583,186
555	930,106	1,094	1,056,957	1,913	372,362	2,482	4,097,986	4,395	4,470,348
611	994,146	1,176	1,661,147	1,829	234,662	2,403	3,990,580	4,232	4,225,242
603	1,117,693	1,176	1,177,047	1,984	219,798	2,531	4,735,741	4,495	4,955,539
688	1,365,783	1,269	1,429,154	1,868	215,306	2,693	5,266,335	4,561	5,481,641

ED.

105	71,832	655	168,022	3,009	796,611	1,956	3,071,364	4,965	3,867,975
106	119,923	636	197,906	3,096	732,088	2,172	3,367,698	5,268	4,099,436
124	133,739	548	210,100	2,881	623,652	2,190	3,474,929	5,071	4,098,561
150	200,220	645	279,791	2,858	535,935	2,076	3,278,661	4,934	3,814,596
136	180,019	618	264,498	2,718	601,940	2,066	3,264,938	4,784	3,866,878
106	74,188	469	127,499	2,328	519,798	2,443	4,012,662	4,771	4,532,460
165	98,421	313	132,656	1,800	384,378	2,333	3,772,760	4,133	4,157,138
150	117,012	308	136,119	1,755	228,938	2,315	3,815,250	4,070	4,044,188
113	81,297	273	98,550	1,732	193,570	2,386	4,475,808	4,118	4,669,778
133	119,445	373	137,417	1,854	209,426	2,674	5,235,458	4,528	5,444,919

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries at the Chief Port of the Bombay Presidency

EN

YEAR.	WITH CARGOES.						IN	
	Sailing.		Steam.		Total.		Sailing	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1893-94 ...	329	59,156	581	1,068,414	910	1,127,570	15	2,426
1894-95 ...	312	46,417	632	1,245,430	944	1,291,847	9	1,559
1895-96 ...	284	36,351	625	1,230,343	909	1,266,694	14	1,801
1896-97 ...	205	32,463	566	1,126,026	771	1,158,489	2	730
1897-98 ..	242	37,020	469	974,940	711	1,011,960	2	145
1898-99 ...	261	39,107	571	1,173,491	832	1,212,601	4	2,895
1899-1900 ...	234	29,928	542	1,160,838	776	1,190,766	7	1,292
1900-1901 ...	255	23,881	510	1,073,868	765	1,102,752	9	1,622
1901-1902 ...	294	32,830	548	1,207,679	842	1,240,500	3	1,770
1902-1903 ...	256	27,890	564	1,256,909	820	1,284,799	4	479

CLEAR

1893-94 ...	279	35,375	536	1,021,924	815	1,057,299	1	68
1894-95 ...	327	44,900	452	897,510	779	942,410	2	107
1895-96 ...	314	36,686	464	936,500	778	973,186	2	333
1896-97 ...	208	26,484	436	873,753	644	900,237	1	1,669
1897-98 ...	241	29,121	374	770,371	615	799,492	5	4,034
1898-99 ...	284	39,049	496	1,057,265	780	1,096,314	1	49
1899-1900 ...	251	29,176	423	949,286	674	978,462	1	55
1900-1901 ...	283	31,230	368	816,885	651	848,115	4	305
1901-1902 ...	252	28,719	437	1,027,714	689	1,056,433	2	213
1902-1903 ...	234	25,285	492	1,182,973	726	1,208,258	...	.....

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign in each Official Year from 1893-94 *to* 1902-03.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
54	101,688	69	104,114	341	61,582	635	1,170,102	979	1,231,684
32	55,874	41	57,433	321	47,976	664	1,301,304	985	1,349,280
31	54,145	45	55,946	298	38,152	656	1,284,488	954	1,322,640
12	14,784	14	15,514	207	33,193	578	1,140,810	785	1,174,003
13	25,851	15	25,996	244	37,165	482	1,000,791	726	1,037,956
84	165,891	88	168,786	265	42,002	655	1,339,385	920	1,381,387
35	77,135	42	78,427	241	31,220	577	1,237,973	818	1,269,193
30	56,872	39	58,494	264	30,506	540	1,130,740	804	1,161,246
69	147,823	72	149,593	297	34,600	617	1,355,493	914	1,390,093
75	174,864	79	175,343	260	28,369	639	1,431,773	899	1,460,142

ED.

19	31,074	20	31,142	280	35,443	555	1,052,998	835	1,088,441
35	58,962	37	59,069	329	45,007	487	956,472	816	1,001,479
35	59,734	37	60,067	316	37,019	499	996,234	815	1,033,253
54	111,911	55	113,580	209	28,153	490	985,664	699	1,013,817
43	119,171	50	123,205	246	33,155	419	889,542	665	922,697
7	13,624	8	13,673	285	39,098	503	1,070,889	788	1,109,987
15	27,804	16	27,859	252	29,231	438	977,090	690	1,006,321
14	26,812	18	27,117	287	31,535	382	843,697	669	875,232
8	13,912	10	14,125	254	28,932	445	1,041,626	699	1,070,558
18	29,320	18	29,320	234	25,285	510	1,212,293	744	1,237,578

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which *Countries, at Ports in the Bombay*

EN

MONTHS.	WITH CARGOES.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons	Vessels.	Tons.
January	50	110,057	27	3,406	20	1,367
February	46	104,538	13	1,916	14	781
March...	54	129,477	27	2,439	15	961
April	52	116,020	4	349	13	1,227
May	48	102,645	1	55	14	1,442
June	52	117,568	...	...	2	199
July	48	104,364	...	...	...	...
August	53	120,632	...	...	...	...
September	50	114,926	...	...	8	718
October	50	116,358	20	2,357	52	3,668
November	38	88,730	27	3,092	33	2,584
December	51	123,498	21	3,107	17	1,914
Total ...	592	1,348,813	140	16,721	188	14,861

CLEAR

January	50	121,211	24	3,113	30	2,864
February	46	110,216	19	2,024	29	3,319
March	60	146,123	23	2,824	10	816
April	55	134,051	16	1,703	3	209
May	59	140,666	3	382	5	497
June	54	131,706	2	103	4	302
July	44	109,939	...	...	...	...
August	40	99,507	...	...	...	...
September	45	109,253	1	89	2	249
October	41	102,296	6	573	6	550
November	43	102,429	15	1,585	12	998
December	46	112,552	16	1,750	22	1,971
Total ...	583	1,419,949	125	14,146	123	11,774

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1903.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
9	22,239	6	1,007	...	...	97	114,830	15	23,246
11	28,658	1	99	...	...	73	107,235	12	28,757
15	35,435	...	...	...	...	96	132,877	15	35,435
15	33,607	2	1,219	...	...	69	117,596	17	34,826
13	28,245	...	...	...	...	63	104,142	13	28,245
8	18,361	...	...	...	...	54	117,767	8	18,361
10	27,877	...	...	...	...	48	104,364	10	27,877
7	13,505	1	851	...	...	53	120,632	8	14,356
6	13,395	...	...	...	...	58	115,644	6	13,395
6	16,430	...	...	...	...	122	122,383	6	16,430
4	8,165	...	...	...	...	98	94,406	4	8,165
3	7,302	1	18	1	137	89	128,519	5	7,457
107	253,219	11	3,194	1	137	920	1,380,395	119	256,550

ED.

1	2,414	...	...	...	...	104	127,188	1	2,414
1	2,382	...	...	...	...	94	116,559	1	2,382
2	1,164	...	...	...	...	93	149,762	2	1,164
1	630	...	...	...	...	74	135,963	1	630
...	...	...	...	...	...	67	141,545	...	...
1	630	...	...	...	...	60	132,111	1	630
1	2,684	...	...	...	...	44	109,939	1	2,684
...	...	...	...	...	...	40	99,507	...	...
1	639	...	...	...	...	46	109,591	1	639
1	3,124	...	...	...	...	52	103,419	1	3,124
1	1,331	...	...	...	...	70	105,012	1	1,331
5	7,617	...	...	...	...	84	116,273	5	7,617
15	22,615	...	...	...	...	831	1,445,869	15	22,615

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1882	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893	297,572	14,198	311,770	88,130	399,900	9,159	409,039
1894	338,703	10,743	349,446	105,863	455,309	10,388	465,697
1895	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897	361,221	645	361,866	91,095	452,961	5,822	458,783
1898	437,645	475	438,120	108,691	546,811	7,125	553,936
1899	579,619	250	579,869	94,029	673,898	4,408	678,306
1900	253,331	100	253,431	87,998	341,429	5,480	346,929
1901	536,195	.....	536,195	99,599	635,794	6,876	642,670
1902	555,487	.....	555,487	111,259	666,746	7,427	674,173
1903	604,044	.....	604,044	113,256	717,300	8,348	725,648

* Compiled from returns received from the Railway Companies.

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece-Goods and Yarns since 1883.

Years Ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece-Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1883	49,048	75,522,989	17,8 4,551	2,353	5,169,673	51 401	80,692,662	18,635,719	164,338	62,813,128
1884	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164.597	17,359,029	197,827	75,755,981
1885	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172.813	17,822,821	228,722	85,693.377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,856
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321.333	19 471,900	299,581	117,074,663
1888	57,174	88,797,223	21,500,740	3,074	5,536,166	60,248	94,433,389	21,809,097	343,050	134,622 583
1889	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977.527	19,163,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891	58,980	88,523,452	20,957,195	2.679	5,540,421	61,659	94,063,873	21,723,758	465,399	181,645,149
1892	67,305	99,754,263	23,083,693	3,210	6,837,067	70,515	106,591,330	24.616 935	487,773	190,705,398
1893	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,733	412,584	159,960,286
1894	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895	92,353	128,463,625	31,723,691	5,726	8,809,449	98,079	137,273,074	32,529,164	496,421	192,602,163
1896	87,364	122,974,132	31,520,976	6,411	9,854,183	93,775	132,828,315	33,207,079	584,599	229.346,959
1897	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,133	461,260	181,184,351
1898	69,026	99,26 ,766	24,763,678	6,177	9,072,326	75,203	108,341,032	27,085,258	553,681	218,724,607
1899	84,238	122,807,108	29,819,677	8,513	12,842.538	92,751	135,649,646	33,912,411	681,089	269.559.281
1900	74,415	116,955,481	28,168,912	9,516	15,602,237	83,931	132,557,718	33,139,429	846,503	136,571,588
1901	84,525	136,309,064	33,585,159	12,623	19,963,669	97,148	156,263,733	39,065,933	642,032	254,317,562
19 2	89,216	141,252,169	34,907,243	15,944	24,606,384	1,05,160	165,858,553	41,464,638	674,450	266,698,930
1903	86,838	143,054,079	34,798,444	20,340	32,436,521	1,07,178	175,490,600	43,872,650	725,338	286,920,007

* *N.B.*—The Weights have been arrived at by dividing the length in yards by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893; in 1894 and 1895 by 4·22 and in 1896 to 1903 by 4·00.

Exports of Bombay Manufactured Cotton Piece-Goods & Yarns from Bombay Port Only.

1902-1903.

From Official Returns.] [*Year ending 31st March* 1903.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of (0000's omitted.)		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees. (000's omitted)		Percentage of		Total Value in Lakhs of Rupees. (000's omitted.)	Per-centage.
				Goods.	Yarn.	Millions of lbs. [0000's omitted.]	Per centage.			Goods.	Yarns.		
	Yard.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	44·86	*11·22	228·45	15·53	85·30	239·67	70·47	† 61·13	787·90	16·35	84·79	‡849·03	65·16
Indian Port	119·10	*29·78	35·23	41·22	13·15	65·01	19·12	160·46	127·03	42·93	13 67	287·49	22·06
Interior by Rail...	*125·00	31 25	4·15	43·25	1·55	35·40	10·41	152·21	14 28	40·72	1·54	166·49	12·78
Total Indian ...	244·10	61·03	39 38	84·47	14·70	100·41	29·53	312·67	141·31	83·65	15·21	453·98	34·84
Grand Total ...	288·96	72·25	267·83	100·00	100·00	340·08	100·00	373·80	929·21	100·00	100·00	1,303·01	100·00

* Assuming 4 yards to be the equivalent of 1lb. and *vice versa* (reduced from 4·35 yards, the basis in years previous to 1895-96).
† Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c., &c.,) 66·16 lakhs; or
‡ Inclusive of Yarns 854·02 lakhs of Rupees.

Exports of Bombay Manufactured Cotton Piece-Goods & Yarns from Bombay Port Only.

1901-1902.

From Official Returns.] [*Year ending 31st March* 1902.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods, Millions of [0000's omitted.]		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of		Total Value in Lakhs of Rupees. [000's omitted.]	Per-centage.
				Goods.	Yarns.	Millions of lbs. [0000's omitted].	Per-centage.	[000's omitted.]		Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	44·08	*11·02	246·58	13·88	87·96	257·60	71·60	†62·22	844·54	15·44	87·27	‡906·76	66·16
Indian Ports	127·77	*31·94	29·41	40·22	10·49	61·35	17·05	163·43	108·12	40·57	11·17	271·55	19·81
Interior by Rail	*145·81	36·45	4·36	45·90	1·55	40·81	11·35	177·20	15·18	43·99	1·56	192·28	14·03
Total Indian ...	272·58	68·39	33·77	86·12	*12·04	102·16	28·40	340·63	123·30	84·56	12·73	463·83	33·84
Grand Total ...	317·66	79·41	280·35	100·00	100·00	359·76	100·00	402·85	967·74	100·00	100·00	1,370·59	100·00

* Assuming 4 yards to be the equivalent of 1 lb. and *vice versa* (reduced from 4·33 yards the basis in years previous to 1895-96).
† Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c., &c.,) 46·76 lakhs or
‡ Inclusive of Yarns 911·30 lakhs of rupees.

Foreign Countries to which Grey Cotton Piece-Goods of Bombay Manufacture have been exported since 1896-1897.

From Government Returns.] [*Years ending 31st March.*

Descriptions.	To	In Millions of yards (0000's omitted).						
		1902-1903.	1901-1902.	1900-1901.	1899-1900.	1898-99.	1897-98.	1896-97.
T. Cloths	Mozambique	2·42	1·76	2·34	4·11	3·71	3·72	2·85
	Zanzibar	4·13	3·79	2·48	4 42	5·65	6·39	8·69
	Aden	·43	1·47	·45	2·24	2·05	2·53	·95
	China—Hongkong	.....	.....	·14	·07	·29	·27	·35
	Do. Treaty Ports*	·18	·19	·23	1·56	1·02	1·34	5·05
	Mekran and Sonmiani	·10	·11	·15	·15	·21	·24	·14
	Abyssinia	·87	·97	2·36	1·80	1·35	·19	1·80
	Other Countries	1·74	1·53	1·43	2·92	2·44	3·05	2·38
	Total ...	9·87	9·85	9·53	17·27	16·72	17·63	22·11
Sheetings	Abyssinia	.....	.....	·03	·01	·03	·10	·22
	Mozambique	·05	·01	·01	·03	·06	·75	1·08
	Zanzibar	·06	·05	·14	1·61	3·25	3·07	3·47
	Aden	·08	·25	·09	·13	·23	·45	·85
	Arabia	·02	·16	·05	·17	·36	·64	·76
	China—Treaty Ports*	.....	.....	·08	·11	·03	.....	·68
	Other Countries	·41	·38	·54	·19	·26	·39	·96
	Total ...	·62	·85	·94	2·25	4·16	5·40	8·02
Domestics	Aden	2·95	3·22	2·02	2 89	3·60	4·96	5·40
	Arabia	·02	·09	·08	·12	·11	·11	·13
	Other Countries	·27	·26	·43	·38	·14	·25	·34
	Total ...	3·24	3·57	2·53	3·39	3·85	5·32	5·87

Drills and Jeans ...	Zanzibar	.....	.....	.....	.....	.....	.....	.....
	Aden	·01	·03	.....	·29	.....	·02	.....
	Other Countries	·01	·02	·08	·09	·02	.....	·10
	Total ...	·02	·05	·08	38	·02	·02	·10
Long Cloths	Abyssinia	1·27	·71	1·93	·53	1·37	·03	2·42
	Mozambique	6·40	2·54	2·15	1·08	·88	·60	·28
	Zanzibar	1·40	2·61	·60	·86	·23	·41	1·58
	Aden	2·54	4·51	2·68	3·83	3·55	5·07	2·20
	China—Treaty Ports*	·21	·03	·16	1·60	·26	·08	·40
	Arabia	·09	·43	·16	·49	·14	·44	·24
	Persia	·09	·23	·32	·05	·40	·51	·59
	Straits	·05	·04	·29	·18	·10	·05	·06
	Turkey in Asia	·96	2·84	1·36	1·89	1·46	1·31	2·30
	Egypt	·93	·37	·69	·67	·71	·17	·17
	Other Countries	·03	·08	·09	·62	·45	·22	·36
	Total ...	13·97	14·39	10·43	11·75	9·55	8·89	10·60
Chudders	Aden	·36	·44	·40	·64	·62	·46	·65
	Zanzibar	2·51	2·39	1·90	1·49	1·62	1·89	2·00
	Other Countries	2·36	1·22	1·29	1·29	1·18	1·04	·86
	Total ...	5·23	4·05	3·59	3·42	3·42	3·39	3·51
Dhooties	Aden	·14	·14	·02	·02	·04	·02	·08
	Other Countries	·22	·15	·22	·14	·22	·12	·04
	Total ...	·36	·29	·24	·16	·26	·14	·12
Other Sorts	Total ...	2·40	1·95	3·96	4·45	1·67	·52	·21
	Grand Total ...	35·71	35·00	31·30	43·07	39·65	41·31	50·54

* Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece-Goods of Bombay manufacture exported to Foreign Ports since 1896-97.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000's omitted).						
	1902-03.	1901-02.	1900-1901.	1899-1900.	1898-99.	1897-98.	1896-97.
T. Cloths	9·87	9·85	9·53	17·27	16·72	17·63	22·11
Sheetings	·62	·85	·94	2·25	4·16	5·40	8·02
Domestics	3·24	3·57	2·53	3·39	3·85	5·32	5·87
Drills and Jeans ...	·02	·05	·08	·38	·02	·02	·10
Long Cloths ...	13·97	14·39	10·43	11·75	9·55	8·89	10·60
Chudders	5·23	4·05	3·59	3·42	3·42	3·39	3·51
Dhooties	·36	·29	·24	·16	·26	·14	·12
Other Sorts	2·40	1·95	3·96	4·45	1·67	·52	·21
Total Millions of Yards ...	35·71	35·00	31·30	43·07	39·65	41·31	50·54
Total Lakhs of Rupees ...	44·02	45·06	38·97	52·36	47·11	49·22	61,16

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1895-96.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (0000's omitted.)							
	1902-1903.	1901-1902.	1900-1901.	1899-1900.	1898-99.	1897-98.	1896-97.	1895-96.
Mule No. 15s and under	94·47	116·14	48·56	125·28	95·82	68·62	50·93	49·37
„ „ 16s to 24s	132·10	129·05	63·89	92·92	101·21	100·05	124·44	121·65
„ „ 25s to 32s	·33	·29	·27	·16	·17	·13	·18	·21
„ „ 33s to 50s	·13	·04	·14	·03	.....	.....	·15	·02
Total ...	227·03	245·52	112·86	218·39	197·20	168·80	175·70	171·25
Water No. 20s and under	.....	.....	.....	.....	.....	·27	·07	·01
„ „ 21s to 30s	.....	.....	.....	.....	.....	.....	.....	.....
„ „ 31s to 40s	.....	.....	.....	.....	.....	.....	.....	·01
Total ...	.....	.....	.....	.....	.....	·27	·07	·02
Colored Yarns ... Total ...	1·41	1·06	·97	1·07	·70	·99	·85	1·10
Total Yarns ...	228·44	246·58	113·83	219·46	197·90	170·06	176·62	172·37

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1895-96.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1902-1903.	1901-1902.	1900-1901.	1899-1900.	1898-90.	1897-98.	1896-97.	1895-96.
Mule No. 15s and under	Aden	1·12	·76	·63	1·68	·98	1·24	·85	·86
	Japan	.....	.....	.....	·02	.....	.....	.....	.....
	China, Hongkong	40·74	43·70	34·82	57·29	62·75	43·07	32·99	35·78
	China, Treaty Ports*	49·01	70·19	11·94	65·69	31·18	23·63	16·37	12·13
	Other Countries	3·60	1·49	1·17	·60	·91	·68	·72	·60
	Total	94·47	116·14	48·56	125·28	95·82	68·62	50·93	49·37
16s to 24s	Aden	·60	·67	·42	·51	·50	·58	·45	·42
	Japan	.....	.....	.....	·12	·04	·35	·64	1·21
	China, Hongkong	56·47	53·17	34·17	35·70	49·86	47·74	59·41	53·00
	China, Treaty Ports*	67·87	68·87	23·86	52·98	44·40	46·06	59·44	62·58
	Straits	4·30	3·15	3·05	2·22	3·71	3·16	2·57	2·54
	Other Countries	2·86	3·19	2·39	1·39	2·71	2·16	1·93	1·90
	Total	132·10	129·05	63·89	92·92	101·22	100·05	124·44	121·65
Above No. 24s	Total	·46	·33	·41	·19	·16	·14	·33	·23
	Total Mule	227·03	245·52	112·86	218·39	197·20	168·81	175·70	171·25
Water	„ Water	.....	.....	.....	.....	.....	·27	·07	·02
Colored	„ Colored	1·41	1·06	·97	1·07	·70	·99	·85	1·10
	Grand Total	228·44	246·58	113·83	219·46	197·90	170·07	176·62	172·37
	Value in Lakhs of Rs.	787·89	844·54	401·22	625·46	590·69	594·78	648·92	629·60

* Almost entirely to Shanghai.

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) from the year 1881 *to* 1903.

Year.	Cotton.	Wool and Goat Hair.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1881*	1,002,763	63,381	2,081,783	737,315	989,662	9,364,804	192,844
1882*	1,459,924	69,151	3,192,310	710,222	1,113,712	8,351,492	328,300
1883	1,335,468	61,385	4,253,614	1,230,959	1,446,400	9,713,838	344,480
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,323,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,580	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,663	831,393	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	560,232	53,272	2,136,142	1,967,680	1,613,679	2,852,863	752,343
1900	232,425	40,611	811,128	1,050,052	1,613,135	608	878,740
1901	560,434	33,091	1,754,701	2,586,544	1,704,817	88,619	728,055
1902	577,929	39,793	2,017,704	2,742,283	1,881,426	211,397	1,079,241
1903	958,199	49,332	2,957,635	2,604,181	3,063,821	2,783,625	748,137

* Including transhipments in Harbour.

COTTON.

RECEIPTS at, and Exports from Bombay Port, also Mill Consumption in the Island of Bombay. In thousands of Bales (000s omitted.) [*Years ending 30th June.*

Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1864 ...	...	867	3	870	American & '64 Bombay cotton	War. In '63 imported from China.	1884 ...	1,759	1,295	100	1,395	348	1,743
1865 ...	...	1,065	1	1,066			1885 ...	1,189	791	70	861	392	1,253
1866 ...	...	1,187	14	1,201	42	1,243	1886 ...	1,480	1,009	61	1,070	391	1,461
1867 ...	...	1,277	5	1,282	46	1,328	1887 ...	1,703	1,147	40	1,187	454	1,641
1868 ...	...	1,030	48	1,078	47	1,125	1888 ...	1,472	893	58	951	500	1,451
1869 ...	...	1,225	56	1,281	48	1,329	1889 ...	1,851	1,286	46	1,332	565	1,897
1870 ...	...	1,115	50	1,165	49	1,214	1890 ...	2,235	1,488	71	1,559	636	2,195
1871 ...	...	967	39	1,006	50	1,056	1891 ...	2,020	1,070	107	1,177	762	1,939
1872 ...	1,085	1,002	48	1,050	52	1,102	1892 ...	1,770	905	202	1,107	728	1,835
1873 ...	1,151	1,079	34	1,113	53	1,166	1893 ...	1,788	816	169	985	724	1,709
1874 ...	978	917	34	951	67	1,018	1894 ...	1,769	908	159	1,067	731	1,798
1875 ...	1,311	1,192	25	1,217	83	1,300	1895 ...	1,540	525	143	668	815	1,483
1876 ...	1,345	1,285	20	1,305	135	1,440	1896 ...	2,151	800	346	1,146	849	1,995
1877 ...	1,073	980	35	1,015	147	1,162	1897 ...	1,612	603	405	1,008	703	1,711
1878 ...	1,141	920	38	958	161	1,119	1898 ...	1,730	424	409	833	817	1,650
1879 ...	961	800	46	846	204	1,050	1899 ...	2,033	578	520	1,098	951	2,049
1880 ...	832	652	64	716	181	897	1900 ...	988	117	444	561	745	1,306
1881 ...	1,171	874	34	908	220	1,128	1901 ...	1,896	620	340	960	696	1,656
1882 ...	1,832	1,521	87	1,608	277	1,885	1902 ...	2,142	525	732	1,257	987	2,244
1883 ...	1,770	1,335	95	1,430	313	1,743	1903 ...	2,454	921	349	1,270	986	2,256

Total Imports of Treasure from Foreign Countries into Bombay during the year 1903.

From 1st to 31st January 1903.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—							
London	Rs. 20,82,080	Rs. 1,32,000	Rs. 692	Rs. 89,48,639	Rs.	Rs. 2,925	Rs. .....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	45	81,052	.....	.....	761	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	50,25,000	.....	1,11,343	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	1,05,000	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	11,685	53,495	.....
OTHER PORTS	.....	4,85,815	74,859	.....	70,306	1,06,097	.....
Total Imports from 1st to 31st January 1903	20,82,080	57,47,860	1,56,603	90,59,982	81,991	1,63,278	.....
Imported same time last year ...	3,07,930	31,60,312	62,435	80,47,059	2,317	6,03,189	5,378

Total Imports of Treasure from Foreign Countries into Bombay during the year 1903—*contd.*

From 1st to 28th February 1903.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	25,30,960	4,72,500	180	54,97,720	.....	.....	5
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	1,702	.....	48,413	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York—	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	6,05,849	98,35,000	.....	1,87,708	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	28,000	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	7,41,669	18,109	.....	1,81,026	90,484	.....
Total ...	31,38,511	1,10,39,169	66,708	56,85,428	1,81,026	1,18,484	5
Previously Imported	20,82,080	57,47,860	1,56,603	90,59,982	81,991	1,63,278	.....
Total Imports from 1st January to 28th February 1903	52,20,591	1,67,87,029	2,23,311	1,47,45,410	2,63,017	2,81,762	5
Imported same time last year ...	23,17,931	37,99,732	81,921	1,48,58,611	2,541	8,05,241	5,397

Total Imports of Treasure from Foreign Countries into Bombay during the year 1903—contd.

From 1st to 31st March 1903.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	25,42,080	1,35,440	68,285	88,91,867	.....	846	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	95,937	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	15,99,268	1,02,75,000	.....	5,75,025	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	2,70,000	.....	11,39,460	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	225	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	14,127	.....
OTHER PORTS	45,400	6,59,002	41,934	.....	96,879	2,24,596	2
Total ...	41,86,748	1,13,39,442	2,06,381	1,06,06,352	96,879	2,39,569	2
Previously Imported	52,20,591	1,67,87,029	2,23,311	1,47,45,410	2,63,017	2,81,762	5
Total Imports from 1st January to 31st March 1903	94,07,339	2,81,26,471	4,29,692	2,53,51,762	3,59,896	5,21,331	7
Imported same time last year.	65,39,228	1,01,15,531	1,35,624	2,64,95,696	2,541	31,31,262	5,397

Total Imports of Treasure from Foreign Countries into Bombay during the year 1903—*contd.*

From 1st to 30th April 1903.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	22,77,120	3,52,940	63,300	41,12,466	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	1,43,606	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	7,57,968	4,50,000	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	31,282	.....	.....	5,14,747	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	15,925	.....
OTHER PORTS	56,405	5,14,062	1,99,498	.....	67,854	1,17,444	1,159
Total.....	31,22,775	13,17,002	4,06,404	46,27,233	67,854	1,33,369	1,159
Previously Imported	94,07,339	2,81,26,471	4,29,692	2,53,51,762	3,59,896	5,21,331	7
Total Imports from 1st January to 30th April 1903	1,25,30,114	2,94,43,473	8,36,096	2,99,78,995	4,27,750	6,54,700	1,166
Imported same time last year...	1,03,18,384	1,13,55,205	3,59,649	3,41,90,207	2,541	33,09,974	5,397

Total Imports of Treasure from Foreign Countries into Bombay during the year 1903—*contd.*

From 1st to 31st May 1903.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	24,00,000	2,47,500	.....	59,84,126	.....	1,862	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	15,000	1,67,937	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ..	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	9,87,047	.....	.....	3,87,575	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	1,860	.....
OTHER PORTS	4,295	6,35,781	1,31,296	.....	1,63,675	99,222	.....
Total ...	33,91,342	8,98,281	2,99,233	63,71,701	1,63,675	1,02,944	.....
Previously Imported	1,25,30,114	2,94,43,473	8,36,096	2,99,78,995	4,27,750	6,54,700	1,166
Total Imports from 1st January to 31st May 903	1,59,21,456	3,03,41,754	11,35,329	3,63,50,696	5,91,425	7,57,644	1,166
Imported same time last year ...	1,24,34,836	1,19,46,721	6,75,710	4,56,52,037	2,541	39,94,048	5,397

Total Imports of Treasure from Foreign Countries into Bombay during the year 1903—*contd.*

From 1st to 30th June 1903.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	24,61,990	2,25,000	.....	42,00,116	.....	6,500	.....
CONTINENT OF EUROPE...							
Trieste, Marseilles, &c.	.....	.....	15,090	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	20,49,788	18,00,000	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai. ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	5,929	3,40,488	56,667	.....	1,82,326	60,213	.....
Total ...	45,17,707	23,65,488	71,757	42,00,116	1,82,326	66,713	.....
Previously Imported	1,59,21,456	3,03,41,754	11,35,329	3,63,50,696	5,91,425	7,57,644	1,166
Total Imports from 1st January to 30th June 1903	2,04,39,163	3,27,07,242	12,07,086	4,05,50,812	7,73,751	8,24,357	1,166
Imported same time last year.	1,51,09,023	1,25,80,362	9,06,619	5,19,57,253	4,143	44,49,949	5,398

Total Imports of Treasure from Foreign Countries into Bombay during the year 1903—*contd.*

From 1st to 31st July 1903.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	20,93,200	3,30,000	1,403	22,38,077	.....	.....	10
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	15,000	24,000	.....	.....	.....	.....
UNITED STATES...							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide,&c.	8,74,955	33,75,000	.....	8,27,822	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	2,38,185	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	657	10,950	.....
OTHER PORTS	12,060	7,82,534	37,096	1,47,114	51,961	42,415	.....
Total ...	29,80,215	45,02,534	62,504	34,40,698	52,618	53,365	10
Previously Imported	2,04,39,163	3,27,07,242	12,07,086	4,05,50,812	7,73,751	8,24,357	1,166
Total Imports from 1st January to 31st July 1903	2,34,19,378	3,72,09,776	12,69,590	4,39,91,510	8,26,369	8,77,722	1,176
Imported same time last year	1,61,22,975	1,33,00,938	10,03,152	5,54,29,090	4,676	49,64,158	5,424

Total Imports of Treasure from Foreign Countries into Bombay during the year 1903—*contd.*

From 1st to 31st August 1903.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	10,36,800	6,60,000	.....	32,64,910	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	45,000	48,906	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	13,27,726	1,00,50,000	.....	4,83,964	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	506	.....	.....
OTHER PORTS	160	3,15,164	31,178	.....	75,460	5,26,055	.....
Total ...	23,64,686	1,10,70,164	80,084	37,48,874	75,966	6,26,055	.....
Previously Imported	2,34,19,378	3,72,09,776	12,69,590	4,39,91,510	8,26,369	8,77,722	1,176
Total Imports from 1st January to 31st August 1903	2,57,84,064	4,82,79,940	13,49,674	4,77,40,384	9,02,335	15,03,777	1,176
Imported same time last year ...	1,77,51,895	1,41,06,970	13,12,372	6,35,50,142	4,718	51,10,906	5,424

Total Imports of Treasure from Foreign Countries into Bombay during the year 1903—*contd.*

From 1st to 30*th September* 1903.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	18,93,768	3,97,500	2,081	56,39,425	.....	3,684	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c. ...	.....	21,000	48,562	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	11,39,191	9,00,000	.....	6,70,288	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	
OTHER PORTS	24,000	3,89,894	40,309	1,615	87,717	34,444	.....
Total ...	30,56,959	17,08,394	90,952	63,11,328	87,717	38,128	.....
Previously Imported	2,57,84,064	4,82,79,940	13,49,674	4,77,04,384	9,02,335	15,03,777	1,176
Total Imports from 1st January to 30th September 1903	2,88,41,023	4,99,88,334	14,40,626	5,40,51,712	9,90,052	15,41,905	1,176
Imported same time last year ...	1,90,77,127	1,47,72,429	15,27,110	7,51,39,726	5,364	51,58,019	5,439

Total Imports of Treasure from Foreign Countries into Bombay during the year 1903—*contd.*

From 1st to 31st October 1903.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	20,83,300	5,33,500	.....	51,08,849	.....	189	55
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	14,250	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide,&c.	14,97,245	21,75,000	.....	2,08,334	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	92,891	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	15,827	.....	.....
OTHER PORTS	20,000	93,832	37,550	1,134	2,46,082	1,56,219	.....
Total	36,00,445	31,18,582	37,550	54,11,208	2,61,909	1,56,408	55
Previously Imported...	2,88,41,023	4,99,88,334	14,40,626	5,40,51,712	9,90,052	15,41,905	1,176
Total Imports from 1st January to 31st October 1903...	3,24,41,468	5,31,06,916	14,78,176	5,94,62,920	12,51,961	16,98,313	1,231
Imported same time last year.	2,11,33,295	1,51,92,862	18,63,692	8,52,51,470	22,521	52,39,375	5,454

Total Imports of Treasure from Foreign Countries into Bombay during the year 1903—*contd.*

From 1st to 30th November 1903.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	23,23,300	5,47,500	358	31,08,820	.....	3,107	35
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	22,650	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	16,08,359	10,50,000	.....	1,35,962	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	19,28,566	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	16,021	22,550	.....
OTHER PORTS	1,070	1,36,918	68,287	96,303	1,73,776	2,29,056	.....
Total ...	39,32,629	17,57,068	68,645	52,69,651	1,89,797	2,54,713	35
Previously Imported	3,24,41,468	5,31,06,916	14,78,176	5,94,62,920	12,51,961	16,98,313	1,231
Total Imports from 1st January to 30th November 1903	3,63,74,097	5,48,63,984	15,46,821	6,47,32,571	14,41,758	19,53,026	1,266
Imported same time last year ...	2,31,93,991	1,65,46,257	20,44,103	9,27,01,872	1,11,138	53,72,634	5,465

Total Imports of Treasure from Foreign Countries into Bombay during the year 1903—*concld.*

From 1st to 31st December 1903.

To	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	35,81,200	5,17,201	120	43,98,773	.....	.....	40
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	16,269	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	1,96,720	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	6,21,967	30,00,000	.....	4,79,607	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	5,84,973	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	29,275	.....
OTHER PORTS	.....	3,14,211	60,340	1,81,156	73,760	6,35,735	.....
Total ...	45,03,167	38,31,412	76,729	58,41,229	73,760	6,65,010	40
Previously Imported ...	3,63,74,097	5,48,63,984	15,46,821	6,47,32,571	14,41,758	19,53,026	1,366
Total Imports from 1st January to 31st December 1903	4,08,77,264	5,86,95,396	16,23,550	7,05,73,800	15,15,518	26,18,036	1,366
Imported same time last year ...	2,45,55,336	2,17,89,241	21,56,423	9,73,30,142	1,21,282	54,77,040	5,465

Total Exports of Treasure to Foreign Countries from Bombay during the year 1903.

From 1st *to* 31st *January* 1903.

TO	GOLD:			SILVER			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns. and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	26,86,152	.....	.....	.....	.....	.....	3,075
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York... ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai... ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	7,80,170	.....	.....
OTHER PORTS	.....	.....	6,750	690	8,150	36,000	.....
Total Exports from 1st to 31st January 1903	26,86,152	.....	6,750	690	7,88,320	36,000	3,075
Exported same time last year...	22,12,159	.....	21,746	.....	32,87,181	84,200	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1903—*contd.*
From 1st to 28th Februtary 1903.

TO	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	17,17,984	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	55,89,650	.....	.....
OTHER PORTS	.....	.....	.....	.....	.....	.....	.....
Total ...	17,17,984	.....	.....	.....	55,89,650	.....	.....
Previously Exported ...	26,86,152	.....	6,750	690	7,88,320	36,000	3,075
Total Exports from 1st January to 28th February 1903	44,04,136	.....	6,750	690	63,77,970	36,000	3,075
Exported same time last year...	46,34,883	.....	24,446	.....	79,30,433	2,34,200	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1903—*contd.*

From 1*st to* 31*st March* 1903.

TO	GOLD			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	38,48,137	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c. ...	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	19,56,013	.....	.....
OTHER PORTS	.....	1,50,000	.....	1,817	.....	9,00,000	.....
Total ...	38,48,137	1,50,000	.....	1,817	19,56,013	9,00,000	.....
Previously Exported ...	44,04,136	.....	6,750	690	63,77,970	36,000	3,075
Total Exports from 1st January to 31st March 1903	82,52,273	1,50,000	6,750	2,507	83,33,983	9,36,000	3,075
Exported same time last year ...	68,64,313	.....	49,898	2,084	1,09,63,097	2,94,200	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1903—*contd.*

From 1st to 30th April 1903.

FROM.	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	27,36,493	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore ...	.....	.....	.....	.....	20,13,536	.....	.....
OTHER PORTS	.....	3,00,000	2,700	500	9,865	9,04,000	200
Total ...	27,36,493	3,00,000	2,700	500	20,23,401	9,04,000	200
Previously Exported ...	82,52,273	1,50,000	6,750	2,507	83,33,983	9,36,000	3,075
Total Exports from 1st January to 30th April 1903	1,09,88,766	4,50,000	9,450	3,007	1,03,57,384	18,40,000	3,275
Exported same time last year ...	94,46,470	7,50,000	55,009	2,759	1,45,25,111	5,24,200	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1903—*contd.*

From 1st to 31st May 1903.

To	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	26,14,069	30,000	.....	.....	10,90,253	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	1,64,374	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	9,72,511	.....	.....
OTHER PORTS	.....	.....	.....	2,300	.....	3,41,000	.....
Total... ...	26,14,069	30,000	.....	2,300	22,27,138	3,41,000	.....
Previously Exported ...	1,09,88,766	4,50,000	9,450	3,007	1,03,57,384	18,40,000	3,275
Total Exports from 1st January to 31st May 1903	1,36,02,835	4,80,000	9,450	5,307	1,25,84,522	21,81,000	3,275
Exported same time last year...	1,12,97,337	8,55,000	75,259	8,523	1,79,92,246	6,23,700	4,500

Total Exports of Treasure to Foreign Countries from Bombay during the year 1903—*contd.*

From 1st to 30th June 1903.

TO	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	30,44,911	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide,&c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	39,750	12,965	.....	1,270	4,63,000	.....
Total ...	30,44,911	39,750	12,965	.....	1,270	4,63,000	.....
Previously Exported ...	1,36,02,835	4,80,000	9,450	5,307	1,25,84,522	21,81,000	3,275
Total Exports from 1st January to 30th June 1903	1,66,47,746	5,19,750	22,415	5,307	1,25,85,792	26,44,000	3,275
Exported same time last year...	1,33,41,522	8,55,000	75,259	11,081	2,06,97,652	11,99,700	4,500

Total Exports of Treasure to Foreign Countries from Bombay during the year 1903—*contd.*

From 1st *to* 31st *July* 1903.

To	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	27,56,954	... ..	... ..	.....	.....	.. ...	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c. ..	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore ..	.....	.....	.....	.....	5,77,363	.....	.....
OTHER PORTS	.....	.....	20,004	1,944	.....	9,88,500	.....
Total ...	27,56,954	... ..	20,004	1,944	5,77,363	9,88,500	.....
Previously Exported ...	1,66,47,746	5,19,750	22,415	5,307	1,25,85,792	26,44,000	3,275
Total Exports from 1st January to 31st July 1903	1,94,04,700	5,19,750	42,419	7,251	1,31,63,155	36,32,500	3,275
Exported same time last year ...	1,55,59,258	17,55,000	1,09,344	11,081	2,06,97,652	21,85,700	5,400

Total Exports of Treasure to Foreign Countries from Bombay during the year 1903—*contd.*

From 1st to 31st August 1903.

TO	GOLD.			SILVER			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	29,15,139	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	3,00,730	.....	.....
OTHER PORTS	.....	3,450	35,500	950	.....	4,52,200	.....
Total ...	29,15,139	3,450	35,500	950	3,00,730	4,52,200	.....
Previously Exported ...	1,94,04,700	5,19,750	42,419	7,251	1,31,63,155	36,32,500	3,275
Total Exports from 1st January to 31st August 1903...	2,23,19,839	5,23,200	77,919	8,201	1,34,63,885	40,84,700	3,275
Exported same time last year...	1,80,24,425	24,30,000	1,09,344	12,998	2,21,53,595	28,05,600	5,400

Total Exports of Treasure to Foreign Countries from Bombay during the year 1903.—*concld.*

From 1st to 30th September 1903.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	30,47,009	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	3,07,500	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	1,61,701	.....	.....
OTHER PORTS—	.....	33,000	14,129	.....	.....	12,25,600	.....
Total... ...	30,47,009	3,40,500	14,129	.....	1,61,701	12,25,600	.....
Previously Exported ...	2,23,19,839	5,23,200	77,919	8,201	1,34,63,885	40,84,700	3,275
Total Exports from 1st January to 30th September 1903	2,53,66,848	8,63,700	92,048	8,201	1,36,25,586	53,10,300	3,275
Exported same time last year	2,11,70,729	24,45,000	1,73,869	16,532	2,51,68,660	31,62,300	5,400

Total Exports of Treasure to Foreign Countries from Bombay during the year 1903—*contd.*

From 1st to 31st October 1903.

TO	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	28,96,205	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	12,02,961	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	384	.....	8,400	.....	.....	5,88,000	200
Total ...	28,96,589	.....	8,400	.....	12,02,961	5,88,000	200
Previously Exported ...	2,53,66,848	8,63,700	92,048	8,201	1,36,25,586	53,10,300	3,275
Total Exports from 1st January to 31st October 1903...	2,82,63,437	8,63,700	1,00,448	8,201	1,48,28,547	58,98,300	3,475
Exported same time last year ...	2,39,74,104	25,65,000	1,75,219	16,532	3,34,74,029	36,91,300	5,400

Total Exports of Treasure to Foreign Countries from Bombay during the year 1903—*contd.*

From 1st to 30th November 1903.

TO	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	31,29,038	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	75,000	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	1,50,000	.....	.....	.....	.....	.....
OTHER PORTS	.....	9,750	25,232	.....	.....	72,750	.....
Total	31,29,038	2,34,750	25,232	.....	.....	72,750	.....
Previously Exported ...	2,82,62,437	8,63,700	1,00,448	8,201	1,48,28,547	58,98,300	3,475
Total Exports from 1st January to 30th November 1903	3,13,92,475	10,98,450	1,25,680	8,201	1,48,28,547	59,71,050	3,475
Exported same time last year.	2,67,98,221	27,15,000	2,08,631	17,432	3,70,91,557	38,33,300	5,993

Total Exports of Treasure to Foreign Countries from Bombay during the year 1903—*concld.*

From 1st to 31st December 1903.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	29,15,620	.....	.....	.....	...	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore ...	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	37,500	33,741	7,037	1,128	1,30,100	250
Total ...	29,15,620	37,500	33,741	7,037	1,128	1,30,100	250
Previously Exported ...	3,13,92,475	10,98,450	1,25,680	8,201	1,48,28,547	59,71,050	3,475
Total Exports from 1st January to 31st December 1903	3,43,08,095	11,35,950	1,59,421	15,238	1,48,29,675	61,01,150	3,725
Exported same time last year ...	2,96,00,399	27,15,000	2,63,887	8,85,464	4,08,14,330	43,93 300	5,993

Weekly Current Quotation as Estimated by the Committee

QUOTATIONS.	Week ending 10th July.	Week ending 17th July.	Week ending 24th July.	Week ending 31st July.	Week ending 6th August.	Week ending 14th August.	Week ending 21st August.	Week ending 28th August.	Week ending 4th September.	Week ending 11th September.	Week ending 18th September.	Week ending 25th Septem
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready	Ready.	Ready.	Ready.
On England Bank Bills Telegraphic Transfer	1s. 3 31/32d	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.
" " Sight	1s. 4d	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4d.	1s. 4 3/16d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.
" " " 3 months'	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
First Class Credit 3	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 9/32d.	1s. 4 9/32d.
" " 6 "	1s. 4 9/32d.	1s. 4 9/32d	1s. 4 5/16d.	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 11/32d	1s. 4 11/32d.	1s. 4 13/82d.	1s. 4 13/82d.	1s. 4 7/16d.	1s. 4 19/32d.
Documents 3 "	1s. 4 3/16d.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1s. 4 5/16d.
" 6 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Paris Francs Mercantile Bills 3 "	1-69 3/4	1-69 1/2	1-69 3/4	1-70	1-69 3/4	1-69 3/4	1-69 3/4	1-69 3/4	1-70 1/4	1-70 1/2	1-70 3/4	1-70 3/4
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
China Mercantile Bills, 30 days' per 100 Dollars	H. 124 8 0	126 8 0	128 0 0	127 8 0	129 8 0	133 0 0	134 0 0	136 8 0	138 8 0	138 8 0	134 0 0	135 0 0
Sight " 100 Taels	S. 171 8 0	175 8 0	177 0 0	177 0 0	178 0 0	182 0 0	183 0 0	189 0 0	191 0 0	189 0 0	186 0 0	187 0 0
" 100 Yens	J. 152 0 0	152 0 0	152 0 0	153 0 0	152 0 0	152 8 0	152 8 0	152 8 0	152 8 0	152 0 0	151 8 0	151 8 0
English Bar Gold, 100 to inch (per tola)	24 2 6	24 2 6	24 2 3	24 2 3	24 2 0	24 2 0	24 2 0	24 2 3	24 2 0	24 1 0	24 1 0	24 1 6
Sovereigns	15 2 9	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 2 9	15 3 0
Bar Silver	62 4 0 Rdy.	63 5 0 Rdy	64 10 0 Rdy.	64 2 0 Rdy.	66 0 0 Rdy.	66 0 0 Rdy.	65 7 0 Rdy.	66 8 0 Rdy.	67 2 0 Rdy.	67 10 0 Rdy.	66 15 0 Rdy.	69 8 0
	62 2 0 Fwd.	62 14 0 Fwd.	64 6 0 Fwd.	64 2 0 Fwd.	65 0 0 Fwd.	64 10 0 Fwd.	65 0 0 Fwd.	66 4 0 Fwd.	66 12 0 Fwd.	67 7 0 Fwd.	66 13 0Fwd.	69 6 0
RATES OF DISCOUNT.												
Bank Rate of Discount on Private Bills, 60 days' Sight	5 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.
Bank Rate of Interest on Demand Loans on Government Securities	4 "	4 "	4 "	4 "	4 "	4 "	3 "	3 "	3 "	3 "	3 "	3 "
Rate of Interest in the open Market on Government Paper	3 "	3 "	3 "	3 "	3 "	2½ "	2½ "	2 "	2½ "	2 "	2 "	2 "
GOVERNMENT SECURITIES.												
Three-and-a-half per cent.	Rs. 98 2 0	Rs. 98 5 0	Rs. 98 9 0	Rs. 98 9 0	Rs. 98 13 0	Rs. 98 11 0	Rs. 98 8 0	Rs. 98 15 0	Rs. 99 0 0	Rs. 99 0 0	Rs. 99 5 0	Rs. 99 3 0
Three per cent.	" 85 8 0	" 86 8 0	" 86 12 0	" 87 0 0	" 87 0 0	" 87 0 0	" 87 0 0	" 87 0 0	" 87 0 0	" 86 14 0	" 86 12 0	" 86 12 0
IMPORTS.												
PIECE GOODS—												
7lbs, 33in. 37½ yds, Grey Shirtings (per piece)	Rs. 3 5 6	Rs. 3 5 6	Rs. 3 5 6	Rs. 3 5 6	Rs. 3 5 6	Rs. 3 5 6	Rs. 3 5 6	Rs. 3 6 0	Rs. 3 6 0	Rs. 3 6 0	Rs. 3 6 0	Rs. 3 5 6
8lbs. 38in 37½ to 38 yds. " " (")	" 4 5 6	" 4 5 6	" 4 5 6	" 4 5 6	" 4 5 6	" 4 5 6	" 4 5 6	" 4 6 0	" 4 6 0	" 4 6 0	" 4 6 0	" 4 5 6
No. 40s Mule Twist (per lb.)	As. 8¾ to 9¼	As. 8¾ to 9¼	As. 8¾ to 9¼	As. 8¾ to 9¼	As. 8¾ to 9¼	As. 8¾ to 9¼	As. 8¾ to 9¼	As. 9 to 9½	As. 9 to 9½	As. 9 to 9½	As. 9 to 9½	As. 9 to 9½
No. 30s Water " (")	" 8¾ to 9¼	" 8¾ to 9¼	" 8¾ to 9¼	" 8¾ to 9¼	" 8¾ to 9¼	" 8¾ to 9¼	" 8¾ to 9¼	" 9 to 9½	" 9 to 9½	" 9 to 9½	" 9 to 9½	" 9 to 9½
Copper Braziers (in bundles) per cwt.	Rs. 53 12 0	Rs. 53 12 0	Rs. 53 8 0	Rs. 53 10 0	Rs. 54 4 0	Rs. 54 12 0	Rs. 55 12 0	Rs. 55 8 0	Rs. 55 8 0	Rs. 55 8 0	Rs. 54 12 0	Rs. 54 12 0
Yellow Metal (")	" 44 8 0	" 44 4 0	" 44 12 0	" 45 8 0	" 45 8 0	" 45 10 0	" 46 12 0	" 46 8 0	" 46 4 0	" 46 8 0	" 46 4 0	" 46 4 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	" 33 0 0	" 32 8 0	" 32 8 0	" 32 8 0	" 32 8 0	" 32 8 0	" 32 0 0	" 32 0 0	" 32 0 0	" 32 0 0	" 32 0 0	" 32 8 0
Basic Steel (" ")	" 33 0 0	" 32 8 0	" 32 8 0	" 32 8 0	" 32 8 0	" 32 0 0	" 32 0 0	" 32 0 0	" 32 0 0	" 32 0 0	" 32 0 0	" 32 8 0
Swedish Bar Iron (" ")	" 54 to 55	" 52 to 53	" 52 to 53	" 52 to 53	" 52 to 53	" 53 to 54	" 54 0 0	" 53 to 54	" 52 to 53	" 52 to 54	" 52 to 53	" 52 to 53
Sugar Ordinary Crystals (cane) per cwt, E.I.	" 10 12 0	" 10 10 0	" 10 10 0	" 10 10 0	" 10 13 0	" 10 14 0	" 10 14 0	" 11 0 0	" 11 1 0	" 11 0 0	" 11 0 0	" 11 0 0
Do. Mauritius Ordinary Grains "	" 10 8 0	" 10 3 0	" 10 4 0	" 10 6 0	" 10 7 0	" 10 7 0	" 10 8 0	" 10 5 0	" 10 14 0	" 10 8 0	" 10 5 0	" 10 4 0
Do. China Best Soft White "	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 6 0	" 11 6 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0
Davison's West Hartley Coal (per ton) alongside	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cardiff " "	.....	Rs. 18 0 0 Fwd.	.....	.....	.....	.....	Rs. 18 12 0 Fwd.	Rs. 18 0 0Fwd	Rs. 18 0 0Fwd.	Rs. 18 0 0 Fwd.	Rs. 18 0 0 Fwd.	Rs. 18 0 0
Japan " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dehargur (Bengal) " "	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy	Rs. 12 0 0 Rdy.	Rs. 12 0 0
Moir's Navigation (Bengal) " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jardine's " "	Rs. 11 0 0 Fwd.	Rs. 11 4 0 Fwd.	Rs. 10 12 0 Fwd	.....	Rs. 10 12 0 Fwd	Rs. 10 12 0 Fwd	Rs. 10 12 0Fwd	Rs. 10 12 0Fwd.	Rs. 10 12 0 Fwd.	Rs. 10 12 0 Fwd	Rs. 10 8 0 Fwd.	Rs. 10 12 0
Seebpore " "	" 11 0 0 "	" 11 0 0 "	.....	.....	.....	.....	" 10 14 0 "	" 11 0 0 "	" 11 4 0 "	" 11 4 0 "	.....	" 11 4 0
Singarin " Rail Dely.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
EXPORTS.												
COTTON												
(Full pressed ; per candy of 784 lbs.)—												
Broach Fine	.....	Rs. 232 25th Mar. 1904.	Rs. 232 25th Mar. 1904.	Rs. 232 25th Mar. 1904.	Rs. 231 25th Mar. 1904.	Rs. 230 25th Mar. 1904.	Rs. 233 25th Mar. 1904.	Rs. 241 25th Mar. 1904.	Rs. 236 25th Mar. 1904.	Rs. 236 25th Mar. 1904.	Rs. 235 25th Mar. 1904.	Rs. 231 25th 1904.
" " Good	.....	" 222 25th Mar. 1904 (sattah).	" 223 25th Mar. 1904 (sattah)	" 223½ 25th Mar. 1904 (sattah.)	" 222½ 25th Mar. 1904 (sattah.)	" 222½ 25th Mar. 1904 (sattah.)	" 224 25th Mar. 1904 (sattah).	" 231 25th Mar. 1904 (sattah).	" 225 25th Mar. 1904 (sattah.)	" 225 25th Mar. 1904 (sattah.)	" 224 25th Mar. 1904 (sattah).	" 221½ (sattah.
Oomrawattee, Good Staple Good	.....	.....	.....	" 197 25th Jan. 04.	" 195 25th Jan. 04.	" 191 25th Jan. 04.	" 195 25th Jan. 04.	" 201 25th Jan. 04.	" 202 25th Jan.	" 199 25th Jan.	" 201 25th Jan.	" 195 25th J
" F. G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Khandeish F. G.	Rs. 189 Rdy.	Rs. 185 Rdy.	Rs. 183 Rdy.	Rs. 183 Rdy.	Rs. 180 Rdy.	Rs. 180 Rdy.	Rs. 179 25th Jan.	Rs. 188 25th Jan. 04	Rs. 184 25th Mar.	Rs. 180 26th Jan.	Rs. 182 25th Jan.	Rs. 178 25th
" Good	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belatee Fine	Rs. 203 Rdy.	Rs 198 Rdy.	Rs. 195 Rdy.	Rs. 194 Rdy.	Rs. 193 Rdy.	Rs. 193 Rdy.	Rs. 195 Rdy.	Rs. 200 Rdy.	Rs. 200 25th Mar.	Rs. 198 25th Jan.	Rs. 199 25th Jan.	.....
" F. G.	.....	" 183 "	.....	" 182 "	" 181 "	" 181 "	" 183 "	" 188 "	" 192 Rdy.	.....	.....	Rs. 178 25th
Bhownugger Fine	Rs. 223 Rdy.	Rs. 220 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" F. G.	" 213 "	" 210 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Good	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bengals Fine	Rs. 183 Rdy.	Rs. 182 Rdy.	Rs. 182 Rdy.	Rs. 180 Rdy.	Rs. 180 Rdy.	Rs. 180 Rdy.	Rs. 180 Rdy.	Rs. 185 Rdy.	Rs. 187 Rdy.	Rs. 187 Rdy.	Rs. 186 Rdy.	Rs. 178 25th
" F. G.	" 171 "	" 170 "	" 170 "	" 169 "	" 169 "	" 169 "	" 169 "	" 174 "	" 176 "	" 176 "	" 176 "	" 168 "
" Good	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dharwar (S. G.) Good	Rs. 233 Rdy.	Rs. 230 Rdy.	Rs. 227 Rdy.	Rs. 227 Rdy.	Rs. 227 Rdy.	Rs. 225 Rdy.	Rs. 220 Rdy.	Rs. 222 Rdy.	Rs. 220 Rdy.	Rs. 220 Rdy.	Rs. 215 Rdy.	Rs. 212
Westerns Good	" 217 "	" 214 "	" 213 "	" 213 "	" 213 "	" 213 "	" 211 "	.....	" 217 "	" 2-5 "	.....	.....
Gingellyseed, White (per cwt.)	" 7-8-0 Nov.-Dec.	" 7-3-0 Nov.-Dec.	" 7-3-0 Nov.-Dec.	Rs. 6-13-0 Nov.-Dec.	" 6-14-6 Nov.-Dec.	" 6-14-0 Nov.-Dec.	" 6-11-6 Nov.-Dec	Rs. 6-12-0 Nov.-Dec.	" 6-14-0 Nov.-Dec.	" 6-13-0 Dec.-Jan.	" 6-11-0 Dec.-Jan.	" 6-12-6 Apl.
" Mixed 5 per cent.	.....	.....	.....	.....	.....	.....	.....	.....	" 6-7-0	" 6-6-6	" 6-5-0	" 6-7-0
Linseed, Gold	Rs. 6 13 0 Rdy	Rs. 6 8 0 Rdy.	Rs. 6 7 0 Rdy.	Rs. 6 5 0 Rdy.	Rs. 6 6 0 Rdy.	Rs. 6 8 6 Rdy.	Rs. 6 8 0 Rdy.	Rs. 6 8 0 Rdy.	Rs. 6 7 0 Rdy.	" 6 7 6 Rdy.	" 6 9 0 Rdy.	" 6 6
" Small Seed	" 6-11 0 "	" 6 6 0 "	" 6 5 0 "	" 6 3 0 "	" 6 4 0 "	" 6 6 0 "	" 6 6 0 "	" 6 6 0 "	" 6 6 0 "	" 6 5 6 "	" 6 7 0 "	" 6 4
Rapeseed, Guzarat Yellow	" 5 15 0 "	" 5 14 0 "	" 5 14 0 "	" 6-0-0 Apl.-May.	" 5 14 0 "	" 5 14 6 "	" 5 15 0 "	" 5 15 0 "	" 6 0 0 "	" 6 0 0 "	" 5 15 0 "	" 5 14
" Brown Delhi	" 5 11 0 "	" 5 8 0 "	" 5 8 0 "	" 5 13 0 Rdy.	" 6-2-0 Apl.-May.	" 5 13 0 "	" 6-1-0 Apl.-May.	" 6-1-0 Apl.-May.	" 6 1 0 Fwd.	" 6-0-0 Apl.-May.	" 5-14-0 Apl.-May.	" 5 14
" Yellow Cawnpore	" 5 14 0 "	" 5 14 0 "	" 5 12 0 "	" 6 7 0 "	" 5 14 6 Rdy.	" 6 9 6 "	" 6-8-6 Dec.-Jan.	" 5 14 0 Rdy.	" 5 14 6 Rdy.	" 5 14 0 Rdy.	" 5 13 0 Rdy.	" 5 12
Poppyseed	" 6 8 6 "	" 6 8 0 "	" 6 7 0 "	.....	" 6 8 6 "	.....	" 6 8 0 "	" 6 8 0 "	" 6 7 6 "	" 6 8 0 "	" 6 8 0 "	" 6 7
Groundnuts	.....	.....	.....	.....	6-12-0 Jan.-Feb.	.....	.....	.....	6-9-0 Dec.-Jan.	.....	.....	" 6-5-6 Jan
Castorseed, Ordinary Quality F. A.	Rs. 4 2 6 Rdy.	Rs. 4 2 0 Rdy.	Rs. 4 1 6 Rdy.	Rs. 4 1 0 Rdy.	" 4 2 0 Rdy.	Rs. 4 3 0 Rdy.	" 4 4 6 Rdy.	" 6-12-0 Dec.-Jan.	" 4 5 0 Rdy.	" 4 3 6 Rdy.	Rs. 4 4 0 Rdy.	" 4 4
Wheat, White Pessy, 85 per cent.	" 4 4 6 "	" 4 4 0 "	" 4 4 6 "	" 4 4 0 "	" 4 7 6 "	" 4 6 6 "	" 4 8 0 "	" 4 8 6 "	" 4 9 0 "	" 4 8 6 "	" 4 9 0 "	" 4 7
" Jabalpur Pessy	" 4 3 0 "	" 4 4 0 "	" 4 3 6 "	" 4 3 0 "	" 4 4 6 "	" 4 3 6 "	" 4 5 0 "	" 4 6 0 "	" 4 5 6 "	" 4 5 6 "	" 4 4 6 "	" 4 3
" Ahmedabad (Soft Red)	.....	.....	.....	C.	.....	.....	.....	.....	" 4 4 0 "	" 3 12 6 "	" 3 14 0 "	" 3 12
" Hard Yellow, 63 per cent.	.....	.....	.....	.....	Rs. 4 9 6 Rly.	.....	.....	.....	.....	.....	.....	.....
" Delhi, No. 1, White Pessy	Rs. 4 4 0 Rdy.	Rs. 4 0 0 Rdy	Rs. 4 4 0 Rdy.	Rs. 4-10-6 Apl.-May	" 4 5 0 "	Rs. 4 4 6 Rdy.	Rs. 4 6 0 Rdy.	Rs. 4 6 0 Rdy.	Rs. 4 5 0 Rdy.	Rs. 4 5 6 Rdy.	Rs. 4 4 6 Rdy.	Rs. 4 3
" " Red	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Hard Red Khatha 50 @35 per cr.	Rs. 3 11 0 Rdy.	.....	.....	.....	Rs. 3 9 0 Rdy.	Rs. 3 10 0 Rdy.	.....	Rs. 3 12 6 Rdy.	.....	.....	.....	.....
" Nagpore Khathi	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Opium (Malwa) per chest, Old	Rs. 1,345 Rdy.	Rs. 1,450 Rdy.	Rs 1,445 Rdy.	Rs. 1,455 Rdy.	Rs. 1,450 Rdy.	Rs. 1,460 Rdy.	Rs. 1,475 Rdy.	Rs. 1,400 Rdy.	Rs. 1,475 Rdy.	Rs. 1,485 Rdy.	Rs. 1,500 Rdy.	Rs. 1,485 Rdy
" " " New	" 1,325 "	" 1,325 "	" 1,325 "	" 1,325 "	1,325 "	" 1,325 "	" 1,340 "	" 1,360 "	" 1,375 "	" 1,375 "	" 1,375 "	" 1,355 "
FREIGHTS.												
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Liverpool—Cotton (per ton of 40 feet)	0 17 6	0 17 6	.....	0 14 6	0 14 6	0 14 6	0 14 6	0 13 0	0 14 6	0 14 0	0 14 6	0 14 0
" Seeds and Wheat	0 17 6	0 17 6	.....	0 14 6	0 14 6	0 14 6	0 14 6	0 13 0	0 14 6	0 14 0	0 14 6	0 14 0
London—Measurement Cargo (P. & O.)	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0
" Seeds and Wheat (")	0 13 6	0 14 0	0 13 6	0 16 6	0 14 0	0 14 0	0 14 0	0 13 0	0 13 0	0 13 0	0 13 0	0 13 6
Trieste and Venice—Measurement Cargo	.....	.....	.....	0 16 6	.....	.....	.....	0 15 0	0 15 0	0 15 0	0 15 0	0 14 6
" Seeds and Wheat	.....	.....	.....	0 16 6	.....	.....	.....	0 15 0	0 15 0	0 15 0	0 15 0	0 14 6
Marseilles—Measurement Cargo	0 17 0	0 15 0	0 14 0	.....	0 14 0	0 14 0	0 14 0	0 12 6	0 13 6	0 14 0	0 14 0	0 13 9
" Seeds and Wheat	0 17 0	0 15 0	0 14 0	.....	0 14 0	0 14 0	0 14 0	0 12 6	0 13 6	0 14 0	0 14 0	0 13 9
Genoa—Measurement Cargo	0 17 0	.....	0 18 0	.....	0 14 9	0 15 0	0 14 0	0 12 6	0 14 0	.....	.....	0 14 0
" Seeds and Wheat	0 17 0	.....	0 18 0	.....	0 14 9	0 14 0	0 14 0	0 12 6	0 14 0	.....	.....	0 14 0
China Steamer (P. & O.)	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16
Japan " "	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	H Hongkong	" 17	S. Sha

	Week ending 2nd October.	Week ending 9th October.	Week ending 16th October.	Week ending 23rd October.	Week ending 30th October.	Week ending 6th November.	Week ending 13th November.	Week ending 20th November.	Week ending 27th November.	Week ending 4th December.	Week ending 11th December.	Week ending 18th December.	Week ending 25th December.	Week ending 30th December.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
	1s. 4 1/32d. 1s. 4 1/16d.	1s. 3 31/32d. 1s. 4d.	1s. 3 31/32d. 1s. 4d.	1s. 3 31/32d. 1s 4d.	1s. 4d. 1s. 4 1/32d.	1s. 4 1/32d. 1s. 4 1/16d.	1s. 4 1/16d. 1s. 4 3/32d.	1s. 4 1/32d. 1s. 4 1/16d.	1s. 4 1/32d. 1s. 4 1/16d.	1s. 4 1/32d. 1s. 4 1/16d.	1s. 4 1/16d. 1s. 4 1/16 to 3/32d.	1s. 4 3/32d. 1s. 4 1/8d.	1s. 4 3/32d. 1s. 4 1/8d.	1s. 4 1/8d. 1s. 4 5/32d.
	1s. 4 9/32d. 1s. 4 15/32d.	1s. 4 7/32d. 1s. 4 8/8d.	1s. 4 7/32d. 1s. 4 3/8d.	1s. 4 7/32d. 1s. 4 3/8d.	1s. 4 1/4d. 1s. 4 13/32d.	1s. 4 9/32d. 1s. 4 17/64d.	1s. 4 5/16d. 1s. 4 15/32d.	1s. 4 9/32d. 1s. 4 15/32d.	1s. 4 9/32d. 1s. 4 7/16d.	1s. 4 9/32d. 1s. 4 7/16d.	1s. 4 9/32d. 1s. 4 7/16d.	1s. 4 11/32d. 1s. 4 1/2d.	1s. 4 11/32d. 1s. 4 15/32d.	1s. 4 3/8d. 1s. 4 1/2d.
	1·70 3/4 100 1/16 Rs. a. p. 135 0 0 186 0 0 151 8 0 24 1 0 15 2 9 70 0 0 Rdy. 70 0 0 Fwd.	1·70 1/4 100 1/16 Rs. a. p. 134 8 0 186 0 0 151 8 0 24 1 6 15 3 0 69 12 0 Rdy. 69 10 0 Fwd.	1·70 1/4 100 1/16 Rs. a. p. 136 8 0 187 0 0 151 8 0 24 1 6 15 2 9 71 14 0 Rdy. 71 6 0 Fwd.	1·70 1/4 100 1/16 Rs. a. p. 136 8 0 188 0 0 151 8 0 24 1 6 15 2 9 71 12 0 Rdy. 71 9 0 Fwd.	1·70 1/2 100 1/32 Rs. a. p. 135 0 0 186 0 0 151 8 0 24 1 6 15 2 9 70 11 0 Rdy. 70 8 0 Fwd.	1·70 3/4 100 1/16 Rs. a. p. 133 8 0 184 8 0 151 0 0 24 1 3 15 2 9 69 2 0 Rdy. 69 2 0 Fwd.	1·71 100 1/16 Rs. a. p. 130 0 0 179 0 0 150 0 0 24 1 6 15 2 9 68 2 0 Rdy. 67 10 0 Fwd.	1·70 3/4 100 1/16 Rs. a. p. 130 8 0 180 0 0 150 0 0 24 1 6 15 2 9 69 2 0 Rdy. 69 0 0 Fwd.	1·70 3/4 100 1/32 Rs. a. p. 128 8 0 179 8 0 150 0 0 24 1 6 15 2 0 68 8 0 Rdy. 67 14 0 Fwd.	1·70 3/4 100 1/32 Rs. a. p. 127 0 0 177 8 0 150 0 0 24 1 6 15 2 0 67 8 0 Rdy. 66 4 0 Fwd.	1·70 3/4 100 1/32 Rs. a. p. 125 8 0 175 8 0 150 0 0 24 1 3 15 2 0 63 0 0 Rdy. 63 0 0 Fwd.	1·71 1/2 100 Rs. a. p. 125 0 0 175 0 0 149 8 0 24 1 3 15 1 9 64 8 0 Rdy. 64 10 0 Fwd.	1·71 1/2 99 31/32 Rs. a. p. 125 8 0 175 8 0 148 0 0 24 1 0 15 1 6 64 4 0 Rdy. 64 10 0 Fwd.	1·71 1/2 99 31/32 Rs. a. p. 125 8 0 175 8 0 148 0 0 24 1 0 15 1 6 65 2 0 Rdy. 65 8 0 Fwd.
	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 to 4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	5 per cent.	6 to 7 per cent.	6 to 7 per cent.	7 per cent.
	3 „	3 „	3 „	3 „	3 „	3 „	3 „	3 „	3 „	3 „	4 „	5 „	5 „	6 „
	2 „	2 „	2 „	2 „	2 „	2 „	2 „	2 „	2 „	2 „	2½ „	4 „	4 „	5 „
	Rs. 98 13 0 „ 86 12 0	Rs. 98 14 0 „ 86 12 0	Rs. 98 15 0 „ 86 12 0	Rs. 98 7 0 „ 86 12 0	Rs. 98 9 0 „ 86 12 0	Rs. 98 7 0 „ 86 12 6	Rs. 98 6 0 „ 86 10 0	Rs. 98 6 0 „ 86 10 0	Rs. 98 6 0 „ 86 8 0	Rs. 98 5 0 „ 86 0 0	Rs. 98 0 0 „ 86 0 0	Rs. 97 6 0 „ 86 0 0	Rs. 97 1 0 „ 85 8 0	Rs. 95 9 0 „ 85 8 0
	Rs. 3 5 6 „ 4 5 6 As. 9 to 9½ „ 9¼ to 9¾ Rs. 53 6 0 „ 45 0 0 „ 34 0 0 „ 34 0 0 „ 55 0 0 „ 11 0 0 „ 10 4 0 „ 12 0 0	Rs. 3 5 3 „ 4 5 3 As. 9 to 9½ „ 9¼ to 9¾ Rs. 54 4 0 „ 45 14 0 „ 33 0 0 „ 33 0 0 „ 55 0 0 „ 10 15 0 „ 10 2 0 „ 12 0 0	Rs. 3 5 3 „ 4 5 3 As. 9 to 9½ „ 9¼ to 9¾ Rs. 52 12 0 „ 45 4 0 „ 32 8 0 „ 32 8 0 „ 52 to 54 „ 10 14 0 „ 10 2 0 „ 12 0 0	Rs. 3 5 3 „ 4 5 3 As. 9 to 9½ „ 9¼ to 9¾ Rs. 53 4 0 „ 45 8 0 „ 33 0 0 „ 33 0 0 „ 55 0 0 „ 10 14 0 „ 10 0 0 „ 12 2 0	Rs. 3 5 3 „ 4 5 3 As. 9 to 9½ „ 9¼ to 9¾ Rs. 53 12 0 „ 45 12 0 „ 33 0 0 „ 33 0 0 „ 55 0 0 „ 10 14 0 „ 9 14 0 „ 12 0 0	Rs. 3 5 3 „ 4 5 3 As. 9 to 9½ „ 9¼ to 9¾ Rs. 53 10 0 „ 46 8 0 „ 33 0 0 „ 33 0 0 „ 52 to 54 „ 9 15 0 „ 12 0 0	Rs. 3 5 3 „ 4 5 6 As. 9½ to 9¾ „ 9¾ to 9⅞ Rs. 53 0 0 „ 45 12 0 „ 33 0 0 „ 33 0 0 „ 52 to 54 „ 10 12 0 „ 9 12 0 „ 11 14 0	Rs. 3 6 0 „ 4 6 0 As. 9½ to 9¾ „ 9¾ to 9⅞ Rs. 52 0 0 „ 45 0 0 „ 33 8 0 „ 33 8 0 „ 52 to 54 „ 10 11 0 „ 9 8 0 „ 11 12 0	Rs. 3 6 0 „ 4 6 0 As. 9½ to 9¾ „ 9¾ to 9⅞ Rs. 52 12 0 „ 45 8 0 „ 33 8 0 „ 33 8 0 „ 52 to 54 „ 10 10 0 „ 9 9 0 „ 11 12 0	Rs. 3 7 0 „ 4 7 0 As. 9¾ to 10 „ 9⅞ to 10¼ Rs. 53 10 0 „ 45 12 0 „ 33 8 0 „ 33 8 0 „ 54 8 0 „ 10 2 0 „ 9 4 0 Nml.	Rs. 3 7 0 „ 4 7 0 As. 9¾ to 10 „ 9⅞ to 10¼ Rs. 53 4 0 „ 45 12 0 „ 33 8 0 „ 33 8 0 „ 52 to 53 „ 10 6 0 „ 9 6 0 „ 11 10 0	Rs. 3 7 0 „ 4 7 0 As. 9¾ to 10 „ 9⅞ to 10¼ Rs. 53 10 0 „ 45 12 0 „ 33 8 0 „ 33 8 0 „ 52 to 54 „ 10 10 0 „ 9 5 0 „ 11 8 0 Rs. 14 8 0 Fwd. „ 17 4 0 Rdy.	Rs. 3 7 0 „ 4 7 0 As. 9¾ to 10 „ 9⅞ to 10¼ Rs. 53 6 0 „ 45 12 0 „ 33 8 0 „ 33 8 0 „ 52 to 54 „ 10 0 0 „ 9 4 0 „ 11 8 0 Rs. 17 8 0 Fwd. „ 11 8 0 Rdy.	Rs. 3 7 0 „ 4 7 0 As. 9¾ to 10 „ 9⅞ to 10¼ Rs. 54 4 0 „ 46 8 0 „ 33 8 0 „ 33 8 0 „ 53 to 54 „ 9 12 0 „ 9 1 0 „ 11 8 0 Rs. 17 4 0 Rdy. Rs. 11 8 0 Rdy.
	Rs. 18 8 0 Fwd. Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 18 0 0 Fwd. Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 18 8 0 Rdy. Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 11 12 0 Rdy.	Rs. 11 12 0 Rdy.	Rs. 11 12 0 Rdy.	Rs. 11 12 0 Rdy.	Rs. 11 8 0 Rdy.
	Rs. 10 12 0 Fwd. „ 11 0 0 „	Rs. 10 8 0 Fwd. „ 11 0 0 „	Rs. 10 8 0 Fwd. „ 11 0 0 „	Rs. 11 0 0 Rdy.	Rs. 10 8 0 Fwd. „ 11 0 0 „	Rs. 10 8 0 Fwd. „ 11 4 6 „	Rs. 10 8 0 Rdy. „ 11 4 0 „	Rs. 10 8 0 Rdy. „ 11 0 0 „	Rs. 10 8 0 Rdy. „ 11 4 0 „	Rs. 10 8 0 Rdy. „ 11 4 0 „	Rs. 10 8 0 Rdy. „ 11 4 0 „	Rs. 10 8 0 Fwd. „ 11 4 0 „	Rs. 10 8 0 Rdy. „ 11 4 0 „	Rs. 10 8 0 Rdy.
	Rs. 235 25th Mar. 1904. „ 225 „ (suttah.) „ 199 25th Jan.	Rs. 232 25th Mar. 1904. „ 219½ „ (suttah.) 198 25th Jan.	Rs. 233 25th Mar. 1904. „ 221¼ „ (suttah.)	Rs. 236 25th Mar. 1904. „ 225 „ (suttah.) 202 25th Jan.	Rs. 245 25th Mar. 1904. „ 232 „ (suttah.) 210 25th Jan.	Rs. 250 25th Mar. 1904. „ 237½ „ (suttah.) 219 25th Jan.	Rs. 260 25th Mar. 1904. „ 248 „ (suttah) 228 25th Jan.	Rs. 253 25th Mar. 1904. „ 241 „ (suttah.) 227 25th Jan.	Rs. 256 25th Mar. 1904. „ 244 „ (suttah.) 231 25th Jan.	Rs. 268 25th Mar. 1904. „ 257 „ (suttah) 247 25th Jan.	Rs. 260 25th Mar. 1904. „ 246 „ (suttah.) 242 25th Jan.	Rs. 277 25th Mar. 1904. „ 265 „ (suttah.) 256 25th Jan.	Rs. 283 25th Mar. 1904. „ 263 „ (suttah.) 255 25th Jan.	Rs. 283 25th Mar. 1904. „ 261 „ (suttah.) 256 25th Jan.
	Rs. 179 25th Jan.	Rs. 177 25th Jan.	Rs. 182 25th Jan. Rs. 197 25th Jan.	Rs. 186 25th Jan. Rs. 201 25th Jan	Rs. 193 Jan. Rs. 210 Jan. Rs. 230 May.	Rs. 198 25th Jan. Rs. 217 Fwd. Rs. 233 25th May.	Rs. 212 25th Jan. Rs. 230 25th Jan. „ 240 Apl.-May.	Rs. 2 25th Jan.	Rs. 211 25th Jan. Rs. 233 25th Jan. „ 240 Apl.-May.	Rs. 230 25th Jan. Rs. 245 25th Jan. „ 246 Apl.-May.	Rs. 223 25th Jan. Rs. 241 25th Jan. „ 243 Apl.-May	Rs. 236 25th Jan. Rs. 256 25th Jan. „ 258 25th May.	Rs. 257 25th Jan. „ 257 25th Apl.	Rs. 240 Rdy. Rs. 259 Rdy. Rs. 257 25th May.
	Rs. 180 25th Jan. „ 170 „	Rs. 177 25th Jan. „ 167½ „	Rs. 180 25th Jan. „ 170 „	Rs. 183 25th Jan. „ 171 „	Rs. 189 Jan. „ 176 „	Rs. 192 25th Jan. „ 180 „	Rs. 205 25th Jan. „ 187 „	Rs. 232 25th Jan. „ 186 „ (suttah)	Rs. 208 25th Jan. „ 190 „ (suttah.)	Rs. 224 25th Jan. „ 205 „	Rs. 218 25th Jan. „ 200 „	Rs. 234 25th Jan. „ 220 „	Rs. 232 25th Jan. „ 218 „	Rs. 230 25th Jan. „ 215 „
	Rs. 212 Rdy. „ 6-13-0 Dec.-Jan. „ 6-6-0 „ „ 6 5 0 Rdy. „ 6 3 0 „ „ 5 14 0 „ „ 5-12-0 Apl.-May „ 5 12 0 Rdy. „ 6 7 0 „ „ 6-3-0 Jan.-Feb. „ 4 4 6 Rdy. „ 4 4 6 „ „ 4 4 6 „ „ 3 13 0 „ Rs. 4 3 0 Rdy.	Rs. 212 Rdy. „ 6-13-0 Dec.-Jan. „ 6-7-0 „ „ 6 6 0 Rdy. „ 6 4 0 „ „ 5-14-0 Apl.-May „ 5-12-6 „ „ 5 13 0 Rdy. „ 6 6 6 „ „ 6-1-6 Jan.-Feb. „ 4 4 6 Rdy. „ 4 4 6 „ „ 4 3 0 „ „ 3 13 0 „ Rs. 4 3 0 Rdy.	Rs. 215 Rdy. „ 6-14-6 Dec.-Jan. „ 6-8-6 „ „ 6 5 6 Rdy. „ 6 3 6 „ „ 6 0 0 „ „ 5-14-0 Apl.-May „ 5 15 0 Rdy. „ 6 6 6 „ „ 6-1-6 Jan.-Feb. „ 4 4 6 Rdy. „ 4 8 0 „ „ 4 4 6 „ Rs. 4 4 6 Rdy.	Rs. 6-13-6 Dec.-Jan. „ 6-7-0 „ „ 6 5 0 Rdy. „ 6 3 0 „ „ 6 0 0 „ „ 5-13-6 Apl.-May „ 5 15 0 Rdy. „ 6 6 6 „ „ 6-3-0 Jan.-Feb. „ 4 4 0 Rdy. „ 4 8 0 „ „ 4 6 0 „ Rs. 4 4 6 Rdy.	Rs. 6-13-6 Dec.-Jan. „ 6-6-6 „ „ 6 3 0 Rdy. „ 6 1 0 „ „ 6 0 0 „ „ 5-14-0 Apl.-May „ 5 15 6 Rdy. „ 6 6 6 „ „ 6-2-6 Jan.-Feb. „ 4 4 6 Rdy. „ 4 10 6 „ „ 4 8 0 „ Rs. 4 7 0 Rdy.	Rs. 6-13-6 Nov.-Dec. „ 6-7-0 „ „ 6 2 0 Rdy. „ 6 1 0 „ „ 6 2 6 „ „ 5-14-0 Apl.-May „ 6 1 0 Rdy. „ 6 8 0 „ „ 6-1-6 Jan.-Feb. „ 4 11 0 Rdy. „ 4 8 6 „ „ 4 0 0 „ Rs. 4 6 0 Rdy.	Rs. 6 13 6 Rdy. „ 6-7-0 Dec.-Jan. „ 6 2 0 Rdy. „ 6 0 0 „ „ 6 1 0 „ „ 5-14-6 Apl.-May. „ 6 0 0 Rdy. „ 6 8 6 „ „ 6-2-6 Jan.-Feb. „ 4 5 0 Rdy. „ 4 10 6 „ „ 4 8 0 „ „ 4 4 0 „ Rs. 4 6 6 Rdy.	Rs. 235 Apl.-May. „ 226 „ „ 5 14 6 Apl.-May. „ 6 0 0 Rdy. „ 6 8 0 „ „ 6-2-0 Jan.-Feb. „ 4 4 6 Rdy. „ 4 9 6 „ „ 4 6 0 „ Rs. 4 6 0 Rdy.	Rs. 242 Apl.-May. „ 230 „ „ 6 9 0 Rdy. „ 6 3 6 „ „ 5 15 0 „ „ 5 13 0 „ „ 6 3 0 „ „ 5-14 0 Apl.-May. „ 6 0 0 Rdy. „ 6 7 6 „ „ 6 0 0 Jan.-Feb. „ 4 4 6 Rdy. „ 4 7 6 „ „ 4 5 0 „ Rs. 4 5 0 Rdy.	Rs. 250 Apl.-May. „ 238 „ „ 6 12 0 Rdy. „ 6 3 6 „ „ 5 15 6 „ „ 5 14 0 „ „ 6 2 0 „ „ 5 11 0 „ „ 5 10 0 „ „ 6 8 0 „ „ 6-6-6 Jan.-Feb. „ 4 4 0 Rdy. „ 4 7 6 „ „ 4 4 0 „ Rs. 4 4 6 Rdy.	Rs. 245 Apl.-May „ 244 „ „ 6 12 0 Rdy. „ 6 5 0 „ „ 6 0 6 „ „ 5 15 0 „ „ 6 2 0 „ „ 5 11 0 „ „ 6 0 0 „ „ 6 8 0 „ „ 6-6-0 Jan.-Feb. „ 4 4 6 Rdy. „ 4 7 6 „ Rs. 4 4 6 Rdy.	Rs. 256 25th May. „ 245 „ „ 6 11 0 Rdy. „ 6 5 6 „ „ 6 1 0 „ „ 5 14 0 „ „ 6 2 6 „ „ 5-15-0 Apl.-May. „ 6 0 0 Rdy. „ 6 7 6 „ „ 6 6 6 „ „ 4 4 6 „ „ 4 6 0 „ „ 4 4 0 „ Rs. 4 4 6 Rdy.	Rs. 256 25th May „ 245 „ „ 6 11 0 Rdy. „ 6 6 0 „ „ 6 2 0 „ „ 5 13 0 „ „ 6 2 0 „ „ 5-15-6 Apl.-May. „ 6 1 0 Rdy. „ 6 7 6 „ „ 6 6 0 „ „ 4 4 0 „ „ 4 7 0 „ „ 4 4 0 „ Rs. 4 5 0 Rdy.	Rs. 263 25th May. „ 243 „ „ 6 10 0 Rdy. „ 6 5 6 „ „ 6 1 0 „ „ 5 15 0 „ „ 6 2 0 „ „ 5-15-6 Apl.-May. „ 6 1 0 Rdy. „ 6 7 6 „ „ 6 6 0 „ „ 4 4 0 „ „ 4 7 0 „ „ 4 4 0 „ Rs. 4 5 0 Rdy.
	Rs. 1,525 Rdy. „ 1,375 „	Rs. 1,550 Rdy. „ 1,375 „	Rs. 1,550 Rdy. „ 1,375 „	Rs. 1,525 Rdy. „ 1,375 „	Rs. 1,460 Rdy. „ 1,360 „	Rs. 1,515 Rdy. „ 1,365 „	Rs. 1,515 Rdy. „ 1,375 „	Rs. 1,525 Rdy. „ 1,375 „	Rs. 1,515 Rdy. „ 1,375 „	Rs. 1,550 Rdy. „ 1,370 „	Rs. 1,550 Rdy. „ 1,275 „	Rs. 1,525 Rdy. „ 1,375 „	Rs. 1,525 Rdy. „ 1,375 „	Rs. 1,375 Rdy. „ 1,190 „
	Ready. £ s. d. 0 13 9 0 13 9 1 2 0 0 13 0 0 14 6 0 14 6 0 12 9 0 12 9 0 13 3 0 13 3 Rs. 12 and 16 „ 17	Ready. £ s. d. 0 13 6 0 13 6 1 2 0 0 13 0 0 14 6 0 14 6 0 12 0 0 12 0 0 13 0 0 13 0 Rs. 12 and 16 „ 17	Ready. £ s. d. 0 13 0 0 13 0 1 2 0 0 12 6 0 14 0 0 14 0 0 12 6 0 12 6 0 12 9 0 12 9 Rs. 12 and 16 „ 17	Ready. £ s. d. 0 13 0 0 13 0 1 2 0 0 13 0 0 14 0 0 14 0 0 12 6 0 12 6 0 12 6 0 12 6 Rs. 12 and 16 „ 17	Ready. £. s. d. 0 12 0 0 12 0 0 18 0 0 13 6 0 14 0 0 14 0 0 11 6 0 11 6 0 12 0 0 12 0 Rs. 12 and 16 „ 17	Ready. £. s. d. 0 12 0 0 12 0 1 2 0 0 13 0 0 13 6 0 13 6 0 11 6 0 11 6 0 12 0 0 12 0 Rs. 12 and 16 „ 17	Ready. £. s. d. 0 12 9 0 12 9 1 2 0 0 13 0 0 13 6 0 13 6 0 11 6 0 11 6 0 11 6 0 11 6 Rs. 12 and 16 „ 17	Ready. £. s. d. 0 13 0 0 13 0 1 2 0 0 13 0 0 14 0 0 14 0 0 11 6 0 11 6 0 11 6 0 11 6 Rs. 12 and 16 „ 17	Ready. £ s. d. 0 13 0 0 13 0 1 2 0 0 13 0 0 14 0 0 14 0 0 11 6 0 11 6 0 13 0 0 13 0 Rs. 12 and 16 „ 17	Ready. £ s. d. 0 13 3 0 13 3 1 2 0 0 14 0 0 14 6 0 14 6 0 11 3 0 13 3 0 13 6 0 13 6 Rs. 12 and 16 „ 17	Ready. £. s. d. 0 13 6 0 13 6 1 2 0 0 13 6 0 14 6 0 14 6 Rs. 12 and 16 „ 17	Ready. £ s. d. 0 13 0 0 13 0 1 2 0 0 14 6 0 14 6 0 12 9 0 12 9 Rs. 12 and 16 „ 17	Ready. £ s. d. 0 15 6 0 13 6 1 2 0 0 13 6 0 14 6 0 14 6 0 12 6 0 12 6 0 13 0 0 13 0 Rs. 12 and 16 „ 17	Ready. £ s. d. 0 13 0 0 13 0 1 2 0 0 13 6 0 14 6 0 14 6 0 12 6 0 12 6 0 13 0 0 13 0 Rs. 12 and 16 „ 17

J. Japan.

Weekly Current Quotations as Estimated by the Committee of the

QUOTATIONS.	Week ending 9th January.	Week ending 16th January.	Week ending 23rd January.	Week ending 30th January.	Week ending 6th February.	Week ending 13th February.	Week ending 20th February.	Week ending 27th February.	Week ending 6th March.	Week ending 13th March.	Week ending 20th March.	Week ending 27th March.	Week ending 3rd April.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3 32d.	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.
" " " Sight	1s. 4 1/16d.	1s. 4 3 32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/16d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	.....
" " " 3 m'ths	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/32d.	1s. 4 5/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 1/8d.	1s. 4 1/32d.	1s. 4 3/16d.	1s. 4 3/16d.
First-class Credits	1s. 4 9/32d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 9/32d.	1s. 4 5/16d.	1s. 4 9/32d.	1s. 4 9/32 to 5/16d.	1s. 4 5/16d.	1s. 4 9/32d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 5/16d.	1s. 4 5/16d.
" " " 6 "	1s. 4 13 32d.	1s. 4 7/16d.	1s. 4 13 32d.	1s. 4 13/32d.	1s. 4 7/16d.	1s. 4 13/32d.	1s. 4 13/32 to 7/16d.	1s. 4 7/16d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	.....	.....
Documents	1s. 4 5/16d.	1s. 4 11/32d.	1s. 4 7/16d.	1s. 4 5/16d.	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 5/16 to 11 32d.	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 5/16d.	.....	.....	.....
" " " 3 "	1s. 4 13/32d.	1s. 4 15/32d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 15/32d.	1s. 4 7/16d.	1s. 4 7/16 to 15,32d	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	.....	.....	.....
" " " 6 "	1s. 4 7/16d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 7/16d.	1s. 4 15/32d.	1s. 4 7/16 to 15,32d	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 7/16d.	.....	.....	.....
Paris Francs Mercantile Bills 3 "	170 1/2	170 3/4	170 1/2	170 1/2	170 3/4	170 1/2	170 1/2 to 3/4	171	170 3/4	170 3/4	170 3/4	170	170
On Calcutta Bank Telegraphic Transfer	100 1/32	100 1/32	100 1/32	100 1/32	100 1/16	100 1/16	100 1/16	Par.	100 1/16	100 1/32	100 1/16	100 1/16	100
China Mercantile Bills, 30 days' Sight	Rs. a. p. H. 117 0 0	Rs. a. p. 116 0 0	Rs. a. p. 115 0 0	Rs. a. p. 115 0 0	Rs. a. p. 115 0 0	Rs. a. p. 115 0 0	Rs. a. p. 115 0 0	Rs. a. p. 115 8	Rs. a. p. 115 8	Rs. a. p. 118 8 0	Rs. a. p. 118 8 0	Rs. a. p. 118 8 0	Rs. a. p. 119 0 0
	per 100 Dollars.												
	S. 151 0 0 " 100 Taels.	160 0 0	159 0 0	158 8 0	159 0 0	158 0 0	159 0 0	158 0 0	158 0 0	159 12 0	159 12 0	160 0 0	161 8 0
	J. 152 8 0 " 100 Yens	157 0 0	150 0 0	150 0 0	150 0 0	150 0 0	149 8 0	149 8	149 8 0	149 8 0	149 8 0	150 0 0	150 0 0
English Bar Gold, 190 touch (per tola)	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 1 6	24 1 9	24 2 6	24 2 6	24 2 6
Sovereigns	15 2 6	15 2 6	15 2 6	15 2 6	15 2 0	15 2 0	15 2 0	15 2 0	15 1	15 2 6	15 2 6	15 2 6	15 2 6
Bar Silver	55 8 0 Rdy.	55 8 0 Rdy.	55 8 0 Rdy.	55 8 0 Rdy.	56 1/8 0 Rdy.	57 0 0 Rdy.	57 4 0 Rdy.	56 14 0 Rdy.	56 12 0 Rdy.	57 10 0 Rdy.	57 5 0 Rdy.	56 15 0 Rdy.	57 0 0 Rdy.
	56 10 0 Fwd.	55 8 0 Fwd.	55 0 0 Fwd.	55 0 0 Fwd.	56 4 0 Fwd.	56 4 0 Fwd.	56 8 0 Fwd.	56 4 0 Fwd.	56 12 0 Fwd.	57 10 0 Fwd.	56 15 0 Fwd.	57 0 0 Fwd.	58 0 0 Fwd.
RATES OF DISCOUNT.													
Bank Rate of Discount on Private Bills, 60 days' Sight	7 per cent.	7 to 8 per cent.	8 per cent.	8 to 9 per cent.	9 per cent.	8 to 9 per cent.	8 per cent.	9 per cent.	9 per cent.	8 per cent.	7 per cent.	7 per cent.	7 per cent.
Bank Rate of Interest on Demand Loans on Government Securities	5 "	6 "	6 "	7 "	7 "	7 "	8 "	8 "	8 "	8 "	7 "	7 "	7 "
Rate of Interest in the open Market on Government Paper	3 "	3 "	4 "	4 "	4 "	4 "	6 "	6 "	6 "	7 "	5 "	5 "	4 "
GOVERNMENT SECURITIES.													
Three-and-a-half per cent.	Rs. 97 2 0	Rs. 97 5 8	Rs. 97 7 8	Rs. 97 3 0	Rs. 97 6 0	Rs. 97 12 0	Rs. 97 11 0	Rs. 98 5	Rs. 98 2 0	Rs. 98 9 0	Rs. 99 6 6	Rs. 98 10 0	Rs. 98 14 0
Three per cent.	" 85 0 0 Nml.	" 85 0 0 Nml.	" 85 0 0	" 85 0 0 Nml.	" 85 4 0	" 85 4 0	" 85 0 0	" 85	" 85 0 0	" 85 8 0	" 85 0 0	" 87 4 0	" 87 0 0
IMPORTS.													
Piece-Goods—													
7lbs. 36in. 57½ yds. Grey Shirtings (per piece	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 3 0	Rs. 3 3 6	Rs. 3 3 6
8lbs. 38in. 57½ to 58 yds. " " "	" 3 15 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 4 1 0	" 4 2 0	" 4 2 6	" 4 2 6	" 4 2 6	" 4 3 0	" 4 3 0	" 4 3 0
No. 40s Mule Twist (per lb.)	As. 8½ to 8¾	As. 8½ to 8¾	As. 8½ to 8¾	As. 8 3/8 to 8 3/4	As. 8½ to 8¾	As. 8½ to 8¾	As. 8½ to 9	As. 8½ to 9	As. 8½ to 9	As. 8½ to 9	As. 8½ to 9	As. 8½ to 9	As. 8½ to 9
No. 30s Water " " "	" 7¾ to 8	" 7¾ to 8	" 7¾ to 8	" 7 7/8 to 8	" 7¾ to 8	" 7¾ to 8	" 7¾ to 8	" 7¾ to 8	" 7¾ to 8	" 8 to 8¼	" 8 to 8¼	" 8 to 8¼	" 8¼ to 8½
Copper Braziers (in bundles) per cwt.	Rs. 54 0 0	Rs. 55 0 0	Rs. 54 12 0	Rs. 54 8 0	Rs. 54 12 0	Rs. 51 12 0	Rs. 54 12 0	Rs. 54 12 0	Rs. 54 12	Rs. 57 0 0	Rs. 57 0 0	Rs. 56 12 0	Rs. 55 8 0
Yellow Metal " " "	" 44 4 0	" 44 4 0	" 44 4 0	" 42 12 0	" 42 12 0	" 42 12 0	" 42 8 0	" 42 12	" 44 0 0	" 45 8 0	" 45 8 0	" 45 4 0	" 44 12 0
Belgian No. 2 Bar Iron (per candy of 746½ lb.)	" 33 0 0	" 33 0 0	" 33 0 0	" 33 0 0	" 33 0 0	" 33 0 0	" 33 0 0	" 33 8	" 32 8 6	" 33 0 0	" 33 0 0	" 33 0 0	" 33 0 0
Basic Steel " " "	" 33 0 0	" 33 0 0	" 33 0 0	" 33 0 0	" 33 0 0	" 33 0 0	" 33 0 0	" 33 8 0	" 33 8 0	" 33 8 0	" 33 8 0	" 33 0 0	" 33 0 0
Swedish Bar Iron " " "	" 53 to 54	" 53 to 55	" 53 to 55	" 53 to 55	" 53 to 55	" 53 to 55	" 53 to 55	" 53 to 55	" 53 to 55	" 53 to 55	" 52 to 54	" 52 to 54	" 52 to 54
Sugar Ordinary Crystals (Beet) per cwt. Ex. Go-down	" 10 12 0	" 10 12 0	" 10 12 0	" 10 12 0	" 10 12 0	" 10 12 0	" 10 12 0	" 10 12 0	" 10 13	" 10 14 0	" 11 0 0	" 11 0 0	" 10-15-0 to 11
Do. Mauritius ordinary grains " "	" 10 0 0	" 10 8 0	" 10 4 0	" 10 4 0	" 10 8 0	" 10 2 0	" 10 2 0	" 10 2 0	" 10 2 0	" 10 4 0	" 10 6 0	" 10 6 0	" 10 6 0
Do. China Bat Soft White " "	" 11 0 0	" 11 4 0	" 11 4 0	" 11 8 0	" 11 8 0	" 12 4 0	" 12 4 0	" 11 4	" 11 8 0	" 11 8 0	" 11 12 0	" 11 12 0	" 11 14 0
Davison's West Hartley Coal (per ton) also gaile.	.....	.....	.....	.....	.....	.....	.....	.....	.....	15-8-0 Fwd, Nl.	.....	.....	" 15 8 0
Cardiff " "	Rs. 18 8 0 Fwd.	Rs. 17 0 0 Fwd.	Rs. 17 8 0 Fwd.	Rs. 17 0 0 Fwd.	Rs. 16 12 0 Fwd.	Rs. 16 12 0 Fwd.	Rs. 16 8 0 Fwd.	Rs. 17 Fwd.	" 16 12 0 Koy	Rs. 16 4 0 Fwd.	Rs. 16 4 0 Fwd.	" 16 4 0	" 16 4 0
Lajao " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Deshargbur (Bengal) " "	Rs. 12 6 0 Rdy.	Rs. 12 6 0 Rdy.	Rs. 12 6 0 Rdy.	Rs. 12 6 0 Rdy.	Rs. 12 6 0 Rdy.	Rs. 12 6 0 Rdy.	Rs. 12 6 0 Rdy.	Rs. 12 6 0 Rdy.	Rs. 12 6 0 Rdy.	Rs. 12 6 0 Rdy.	Rs. 12 4 0 Rdy.	Rs. 12 4 0 Rdy.	Rs. 12 6 0 Rdy.
Mill " "	.....	11 0 0 Fwd.	11 8 0 "	11 4 0 Fwd.	.....	11 4 0 Fwd.	11 4 0 "	.....	.....	.....	.....	.....	.....
Cashmere " "	Rs. 11 0 0 Fwd.	11 0 0 "	11 8 0 "	11 4 0 Rdy.	Rs. 11 4 0 Rdy.	.....	.....	Rs. 11 4 0 Rdy.	Rs. 11 4 0 Fwd.	Rs. 11 0 0 Rdy.	Rs. 12 2 0 Fwd.	Rs. 11 4 0 Fwd.	Rs. 11 4 0 Fwd.
Sealpore " "	" 12 0 0 "	11 0 0 "	11 4 0 "	.....	.....	.....	Rs. 13 4 0 Fwd.	.....	" 11 4 0 Fwd.	.....	.....	.....	.....
Singarini " Earl Dely.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
EXPORTS.													
Cotton—													
(Full-pressed; per candy of 784 lbs.)—													
Broach Fine	Rs. 207 25th Mar.	Rs. 208 25th Mar.	Rs. 210 25th Mar.	Rs. 210 25th Mar.	Rs. 211 25th Mar.	Rs. 217 25th Mar.	Rs. 222 25th Mar.	Rs. 230 25th Mar.	Rs. 231 25th Mar.	Rs. 230 25th Mar.	Rs. 234 25th Mar.	Rs. 232 Rdy.	Rs. 233 Rdy.
" Good	" 198	" 199 "	" 200 "	" 198 "	" 212 25th Feb.	" 218 25th Feb.	" 221 25th Feb.	" 228 25th Apl.	" 230 25th Apl.				
Oomrawuttee, Good Staple Fine	" 185 25th Jan.	" 185 24th Jan.	" 186 Rdy.	" 186 25th Feb.	Rs. 200 25th Mar.	Rs. 205 25th Mar.	Rs. 211 25th Mar.	Rs. 218 "	Rs. 215 25th Mar.	Rs. 224 25th Mar.	Rs. 224 25th Mar.	.....	.....
" " " Good					" 184 25th Feb.	" 188 25th Feb.	" 182 25th Feb.	" 186 Rdy.	" 194 Rdy.	" 194 Rdy.	" 194 Rdy.	Rs. 190 Rdy.	.....
" " " F. G.													
Khandeish F. G.	Rs. 169 25th Jan.	Rs. 170 25th Jan.	Rs. 172 Rdy.	Rs. 171 25th Feb.	Rs. 170 25th Feb.	Rs. 172 25th Feb.	Rs. 172 25th Feb.	Rs. 176 Rdy.	Rs. 178 26th Mar.	Rs. 177 Rdy.	Rs. 180 Rdy.	Rs. 179 Rdy.	Rs. 178 Rdy.
" " " Good	" 163 "	" 166 "	" 165 "	" 165 "		" 164 "	" 167 "	" 167 "	" 170 "				
Bekatee Fine	" 179 "	Rs. 182 25th Jan.	" 183 "	" 181 "	Rs. 181 25th Feb.	" 185 "	" 188 "	" 191 "	" 191 "	Rs. 199 Rdy.	Rs. 198 Rdy.	Rs. 196 Rdy.	Rs. 196 Rdy.
" " " F. G.	" 173 "	" 176 "	" 177 "	" 175 "	" 174 "	" 178 "	" 181 "	" 184 "	" 182 "	" 182 "	" 182 "	" 173 "	
Bhowmuggur Fine	.....	" 189 25th May.	.....	.....	" 194 25th Apl.	" 193 25th Apl.	" 203 25th May.	" 203 25th May.	" 206 25th May.	" 204 25th May.	" 205 25th May.	" 204 25th May.	" 201 25th May.
" " " F. G.	.....	.....	.....	.....	" 184 "	" 188 "	" 193 "	" 193 "	" 196 "	" 194 "	" 195 "	" 194 "	" 190 "
" " " Good	.....	Rs. 167 25th May.	Rs. 170 24th May.	.....	.....	.....	" 178 "	" 178 "	" 180 "	" 175 "	" 180 " (suttah)	.....	" 178 " (satt
Bengals Fine	Rs. 164 25th Jan.	" 164 24th Jan.	" 161 Rdy.	Rs. 165 25th Feb.	Rs. 165 25th Feb.	Rs. 168 25th Feb.	" 171 25th Feb.	" 173 25th Mar.	" 172 Rdy.	" 172 Rdy.	" 175 Rdy.	Rs. 172 Rdy.	" 170 Rdy.
" " " F. G.	" 155 "	" 155 "	" 155 "	" 155 "	" 155 "	" 157 "	" 160 "	" 162 "	" 159 "	" 161 "	" 161 "	" 166 "	" 164 "
" " " Good	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dharwar (S. G.) Good	Rs. 196 25th May.	Rs. 197 25th May.	Rs. 200 25th May.	Rs. 201 25th May.	Rs. 201 25th May.	Rs. 205 25th May.	Rs. 218 25th May.	Rs. 229 25th May.	Rs. 225 25th May.	Rs. 218 25th May.	Rs. 221 25th May.	Rs. 219 25th May.	Rs. 219 25th May.
Westerns Good	" 187 "	" 187 "	" 190 "	" 190 "	" 191 "	" 196 "	" 202 "	" 205 "	" 206 "	" 203 "	" 206 "	" 202 "	" 202 "
Gingellyseed, White (per cwt.)	Rs. 7 5 0 Rdy.	" 7 7 0 Rdy.	" 7 6 0 Rdy.	" 7 4 9 Rdy.	" 7 4 0 Rdy.	" 7 2 6 Rdy.	" 7 2 6 Rdy.	Rs. 6 10 0 Rdy.	" 6 14 0 Rdy.	" 7 2 0 Rdy.	" 7 1 0 Rdy.	Rs. 7 0 0 Rdy.	Rs. 7 0 0 R
" Mixed 5 per cent.	" 6 15 0 "	" 6 15 6 "	" 6 14 0 "	" 6 11 0 "	" 6 13 6 "	" 6 11 6 "	" 6 9 0 "	" 6 4 "	" 6 3 6 "	" 6 10 0 "	" 6 6 0 "	" 6 10 0 "	" 6 10 0 "
Linseed, Bold	" 8 8 0 "	" 8 7 6 "	" 8 5 0 "	" 7 11 0 "	" 7 11 0 "	" 7 9 6 "	" 7 9 6 "	" 7 6 "	" 7 9 0 "	" 7 7 0 "	" 7 8 0 Fwd.	" 7 7 0 "	" 7 7 6 "
" Small Seed	" 8 4 0 "	" 8 4 0 "	" 8 3 0 "	" 7 8 0 "	" 7 8 0 "	" 7 7 6 "	" 7 7 6 "	" 7 3 "	" 7 6 0 "	" 7 7 0 "	" 7 7 0 "	" 7 6 0 "	" 7 5 6 "
Rapeseed, Guzerat Yellow	" 6 1 0 "	" 6 4 0 "	" 6 5 0 "	" 6 5 0 "	" 6 5 0 "	" 6 5 0 "	" 6 5 0 "	" 6-2-6 Fwd.	" 6 2 6 Fwd.	" 6 4 0 "	" 6 0 0 Fwd.	" 6 4 0 "	" 6 5 0 "
" Brown Dehi	" 6-0-0 Apl.-May.	" 6-2-0 Apl.-May.	" 6-2-0 Apl.-May.	" 6-2-3 Apl.-May.	" 6-0-0 Apl.-May.	" 6-2-3 Apl.-May.	" 6-1-6 Apl.-May.	" 5-15-0 "	" 6-0 3 Fwd.	" 5 15 "	" 5 14 "	" 5 13 "	" 6 0 0
" Yellow Cawnpore	.....	Rs. 5 15 0 Rdy.	.....	.....	.....	.....	.....	" 6-2-6 "	" 6 1 0 "	" 6 1 6 "	" 6 0 0 "	" 5 14 "	" 6 1 0
Poppyseed	Rs. 8 8 0 Rdy.	" 8 8 0 "	Rs. 8 7 0 Rdy.	Rs. 8 7 6 Rdy.	Rs. 8 1 0 Rdy.	Rs. 8 1 0 Rdy.	Rs. 8 0 0 Rdy.	" 7 15 0 Rdy.	" 7 15 0 Rdy.	" 7 9 0 Rdy.	" 7 7 0 "	" 7 7 6 "	" 7 8 0
Groundnuts	" 7-2-6 Jan.-Feb.	" 7-2-6 Jan.-Feb.	" 7-2-6 Jan.-Feb.	" 7-2-6 Jan.-Feb.	" 7 2 6 Feb.	" 6 15 6 "	" 6 14 0 "	" 6 13 0 "	" 6 13 0 "	" 6 11 6 "	" 6 10 0 Rdy.	" 7 0 0 "	" 6 8 0
Coast-seed, Ordinary Quality, F. S.	" 4 11 6 Rdy.	" 4 11 6 Rdy.	" 4 11 6 Rdy.	" 4 11 6 Rdy.	" 4 12 0 Rdy.	" 4 12 0 Rdy.	" 4 8 6 "	" 4 8 6 "	" 4 10 "	" 4 6 "	" 4 5 6 Fwd.	" 4 5 6 "	" 4 6 0
Wheat, White Peasy 85 per cent.	" 4 3 6 "	" 4 3 0 "	" 4 7 6 "	" 4 7 6 "	" 4 7 6 "	" 4-8-0 Apl.-May.	" 4-8-0 Apl.-May.	" 4 8 6 "	" 4 8 0 Fwd.	" 4 6 0 "	" 4 5 6 "	" 4 5 6 Fwd.	" 4 6 0
" Jubulpur Peasy	" 4 3 6 "	" 4 8 0 "	" 4 7 6 "	" 4 7 6 "	" 4 7 6 "	" 4-5-6 Apl.-May.	" 4-5-6 Apl.-May.	" 4-5-6 Apl.-May.	" 4 6 0 "	" 4 4 0 "	" 4 4 0 "	" 4 2 6 "	" 4 4 0
" Ahmedabad (Soft Red)	.....	.....	.....	Rs. 4-5-0 Mar.-Apl.	" 4-10-6 "	" 4-10-6 "	" 4-12-6 Apl.-May.	" 4-10-0 "	" 4 11 6 "	" 4 11 0 "	" 4 10 0 "	" 4 8 0 "	" 4 4 0
" Hard Yellow 63 per cent.	.....	.....	.....	.....	Rs. 4 8 6 Rdy.	Rs. 4 8 6 Rdy.	" 4 8 6 Rdy.	" 4 6 0 Rdy.	" 4 6 0 Rdy.	" 4 6 0 Rdy.	" 4 6 0 Rdy.	" 4 4 0 Rdy.	" 4 4 0
" Delhi, No. 1, White Peasy	Rs. 4 5 6 Rdy.	Rs. 4 6 0 Rdy.	Rs. 4 8 0 Rdy.	Rs. 4 8 6 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Red	.....	.....	.....	.....	.....	Rs. 4-8-6 Apl.-May.	Rs. 4 7 6 Fwd	Rs. 4-7-6 Mar.-Apl.	" 4 4 0 Fwd.	Rs. 4 3 0 Fwd.	Rs. 4 2 0 Fwd.	Rs. 3 15 6 Fwd.	Rs. 4 0 0
" Hard Red, Khatha 75 & 50 %	.....	.....	Rs. 4-7-6 Mar.-Apl.	R. 4-7-6 Apl.-May.	Rs. 4 8 6 Rdy.	" 4-5-6 "	" 4 7 6 "	Rs. 4-8-6 "	" 4 2 6 "	" 4 3 0 "	" 4 2 0 "	" 4 2 0 "	" 4 3 0
" Nagpore Khatki	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Opium (Malwa) per chest, Old	Rs. 1,310 Rdy.	Rs. 1,305 Rdy.	Rs. 1,304 (Very old)	Rs. 1,320 Rdy.	Rs. 1,315 Rdy.	Rs. 1,315 Rdy.	Rs. 1,325 Rdy.	Rs. 1,320 Rdy.	Rs. 1,325 Rdy.	Rs. 1,345 Rdy.	Rs. 1,340 Rdy.	Rs. 1,350 Rdy.	Rs. 1,350 Rdy.
" " New	" 1,220 "	" 1,225 "	" 1,225 (Last year's)	" 1,270 "	" 1,250 "	" 1,255 "	" 1,255 "	" 1,245 "	" 1,235 "	" 1,295 "	" 1,240 "	" 1,250 "	" 1,250 "
FREIGHTS.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
Liverpool—Cotton (per ton of 40 feet)	£ s. d. 0 14 0	£ s. d. 0 16 0	£ s. d. 0 14 6	£ s. d. 0 5 6	£ s. d. 0 16 0	£ s. d. 0 17 0	£ s. d. 0 16 6	£ s. d. 0 17 6	£ s. d. 0 15 6	£ s. d. 0 14 6	£ s. d. 0 14 0	£ s. d. 0 14 0	£ s. d. 0 13 0
" Seeds and Wheat	0 14 0	0 16 0	0 14 6	0 16 6	0 16 0	0 17 0	0 16 6	0 17 6	0 15 0	0 14 6	0 14 0	0 14 0	0 13 0
London—Measurement cargo (P. & O.)	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0
" Seeds and Wheat	0 14 6	.....	0 15 0	0 16 0	0 16 6	0 17 0	0 17 0	0 17 6	0 15 6	0 15 0	0 15 0	0 13 6	0 13 6
Trieste and Venice—Measurement cargo	0 14 0	0 14 6	0 15 0	0 16 0	0 15 0	0 16 0	0 16 6	0 16 0	0 15 6	0 14 0	0 12 0	.....	0 13 0
" " Seeds and Wheat	0 14 0	0 14 6	0 15 0	0 16 0	0 15 0	0 16 0	0 17 0	0 16 3	0 15 6	0 14 6	0 14 0	0 13 6	0 13 0
Marseilles—Measurement cargo	0 13 9	0 15 6	.....	.....	0 16 0	0 17 0	0 17 0	0 16 3	0 15 6	0 14 6	0 14 0	0 12 0	0 13 0
" Seeds and Wheat	0 13 9	0 15 6	.....	.....	0 16 0	0 17 0	0 17 0	0 16 3	0 15 6	0 14 6	0 14 0	0 12 0	0 13 0
Genoa—Measurement cargo	0 13 9	0 13 9	.....	.....	0 16 0	0 17 0	0 17 0	0 16 3	0 15 6	0 14 6	0 14 0	0 12 0	0 13 0
" Seeds and Wheat	0 13 9	0 13 9	.....	.....	0 16 0	0 17 0	0 17 0	0 16 3	0 15 6	0 14 6	0 14 0	0 12 0	0 13 0
China Steamer (P. & O.)	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16	Rs. 14 and 16
Japan " "	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17

H. HONGKONG

S. SHANGHAI

Chamber of Commerce during the year 1903.

	Week ending 8th April.	Week ending 17th April.	Week ending 24th April.	Week ending 1st May.	Week ending 8th May.	Week ending 15th May.	Week ending 22nd May.	Week ending 29th May.	Week ending 5th June.	Week ending 12th June.	Week ending 19th June.	Week ending 25th June.	Week ending 3rd July.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
	1s. 3 31/32d. 1s. 4d. 1s. 4 1/16d. 1s. 4 3/16d. 1s. 4 5/16d.	1s. 3 31/32d. 1s. 4d. 1s. 4 3/16d. 1s. 4 5/16d.	1s. 3 15/16d. 1s. 3 31/32d. 1s. 4 5/32d. 1s. 4 9/32d. 1s. 4 3/16d.	1s. 3 15/16d. 1s. 3 15/16d. 1s. 4 5/32d. 1s. 4 9/32d. 1s. 4 3/16d.	1s. 3 31/32d. 1s. 3 31/32d. 1s. 4 3/16d. 1s. 4 5/16d. 1s. 4 7/32d.	1s. 3 31/32d. 1s. 4 d. 1s. 4 3/16d. 1s. 4 5/16d.	1s. 4 1/32d. 1s. 4 1/32d. 1s. 4 1/4d. 1s. 4 3 8d.	1s. 4d. 1s. 4 1/32d. 1s. 4 7/32d. 1s. 4 11/32d. 1s. 4 1/4d.	1s. 4d. 1s. 4d. 1s. 4 3/16d. 1s. 4 5/16d.	1s. 4d. 1s. 4d. 1s. 4 3/16d. 1s. 4 5/16d. 1s. 4 7/32d.	1s. 4d. 1s. 4 1/32d. 1s. 4 3/16d. 1s. 4 5/16d. 1s. 4 7/32d.	1s. 4d. 1s. 4d. 1s. 4 3/16d. 1s. 4 5/16d. 1s. 4 7/32d.	1s. 4d. 1s. 4d. 1s. 4 3/16d. 1s. 4 5/16d. 1s. 4 7/32d.
	1·70 100 1/32 Rs. a. p. 118 8 0 161 0 0 150 0 0 24 2 3 15 3 0 58 8 0 Rdy. 58 4 0 Fwd.	1·70 100 1/32 Rs. a. p. 120 0 0 161 0 0 150 0 0 24 1 6 15 3 0 58 10 0 Rdy. 58 9 0 Fwd.	1·68 3/4 100 1/32 Rs. a. p. 122 8 0 166 0 0 151 0 0 24 2 6 15 3 0 61 2 0 Rdy. 61 0 0 Fwd.	1·69 3/4 100 Rs. a. p. 124 12 0 175 0 0 151 8 0 24 2 6 15 3 0 64 0 0 Rdy. 62 2 0 Fwd.	1·70 100 Rs. a. p. 125 0 0 174 0 0 151 8 0 24 3 0 15 3 0 64 8 0 Rdy. 63 12 0 Fwd.	1·70 100 1/32 Rs. a. p. 124 8 0 174 0 0 151 8 0 24 3 0 15 2 6 64 14 0 Rdy. 64 12 0 Fwd.	1·70 1/2 100 Rs. a. p. 126 0 0 176 0 0 151 0 0 24 3 0 15 2 0 64 6 0 Rdy. 63 0 0 Fwd.	1·70 1/4 100 Rs. a. p. 122 8 0 171 8 0 151 8 0 24 3 8 15 2 6 62 14 0 Rdy. 61 12 0 Fwd.	1·70 99 15/16 Rs. a. p. 123 0 0 172 0 0 152 0 0 24 2 6 15 3 0 62 8 0 Rdy. 62 0 0 Fwd.	1·70 100 1/16 Rs. a. p. 123 0 0 170 0 0 151 8 0 24 2 0 15 2 9 61 12 0 Rdy. 61 10 0 Fwd.	1·70 1/4 100 1/16 Rs. a. p. 123 0 0 171 0 0 151 8 0 24 2 6 15 2 9 61 8 0 Rdy. 61 1 0 Fwd.	1·70 100 1/16 Rs. a. p. 123 8 0 171 8 0 151 8 0 24 2 6 15 2 9 61 5 0 Rdy. 61 2 0 Fwd.	1·70 100 1/16 Rs. a. p. 123 8 0 171 8 0 152 0 0 24 2 6 15 2 9 62 4 0 Rdy. 62 4 0 Fwd.
	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	8 per cent.	8 to 9 per cent.	8 per cent.	6 to 7 per cent.	6 to 7 per cent.	6 per cent.	5 to 6 per cent.	5 per cent.
	7 „	6 „	6 „	6 „	6 „	7 „	8 „	8 „	7 „	7 „	6 „	5 „	4 „
	5 „	4 „	3 „	4 „	6 „	Special arrangement.	8 „	8 „	6 „	7 „	5 „	5 „	4 „
	Rs. 98 13 0 „ 87 0 0	Rs. 98 13 0 „ 87 0 0	Rs. 99 1 0 „ 86 12 0	Rs. 99 3 0 „ 87 0 0	Rs. 99 1 0 „ 87 0 0	Rs. 98 13 0 „ 87 0 0	Rs. 98 14 0 „ 87 0 0	Rs. 98 10 0 „ 86 12 0	Rs. 98 13 0 „ 86 2 0	Rs. 98 13 0 „ 86 12 0	Rs. 98 14 0 „ 86 12 0	Rs. 98 12 0 „ 86 12 0	Rs. 98 13 0 „ 86 12 0
	Rs. 3 3 6 „ 4 3 0 As. 8½ to 9 „ 8½ to 8¾ Rs. 54 0 0 „ 44 8 0 „ 33 0 0 „ 33 0 0 „ 55 0 0 „ 11 1 0 „ 10 6 0 „ 12 0 0	Rs. 3 3 6 „ 4 3 0 As. 8½ to 9 „ 8¾ to 8¾ Rs. 54 0 0 „ 44 4 0 „ 33 8 0 „ 33 8 0 „ 54 0 0 „ 11 2 0 „ 10 8 0 „ 12 0 0	Rs. 3 3 6 „ 4 3 0 As. 8¼ to 9 „ 8¾ to 8¾ Rs. 54 8 0 „ 45 4 0 „ 33 8 0 „ 33 8 0 „ 54 0 0 „ 11 2 0 „ 10 9 0 „ 12 0 0	Rs. 3 3 6 „ 4 3 0 As. 8½ to 9 „ 8¾ to 8¾ Rs. 54 0 0 „ 44 14 0 „ 33 8 0 „ 33 0 0 „ 54 8 0 „ 11 0 0 „ 10 10 0 „ 12 0 0	Rs. 3 3 6 „ 4 3 0 As. 8½ to 9 „ 8¾ to 8¾ Rs. 54 0 0 „ 44 14 0 „ 33 8 0 „ 33 0 0 „ 54 8 0 „ 11 2 0 „ 10 10 0 „ 12 2 0	Rs. 3 3 6 „ 4 3 0 As. 8½ to 9 „ 8¾ to 8¾ Rs. 55 12 0 „ 46 0 0 „ 33 8 0 „ 33 0 0 „ 54 0 0 „ 10 15 0 „ 10 8 0 „ 12 1 0	Rs. 3 3 6 „ 4 3 0 As. 8½ to 9 „ 8¾ to 8¾ Rs. 55 8 0 „ 45 12 0 „ 33 0 0 „ 33 0 0 „ 54 0 0 „ 10 14 0 „ 10 6 0 „ 12 0 0	Rs. 3 4 0 „ 4 4 0 As. 8½ to 9 „ 8¾ to 9 Rs. 55 0 0 „ 44 12 0 „ 33 0 0 „ 33 0 0 „ 54 0 0 „ 10 14 0 „ 10 4 0 „ 11 0 0	Rs. 3 4 0 „ 4 4 0 As. 8½ to 9 „ 8¾ to 9 Rs. 55 0 0 „ 44 12 0 „ 33 0 0 „ 33 0 0 „ 55 0 0 „ 10 12 0 „ 10 2 0 „ 11 0 0	Rs. 3 4 0 „ 4 4 0 As. 8½ to 9 „ 8¾ to 9 Rs. 54 0 0 „ 44 4 0 „ 33 0 0 „ 33 0 0 „ 54 to 56 „ 10 13 0 „ 10 1 0 „ 11 0 0	Rs. 3 4 6 „ 4 4 6 As. 8½ to 9 „ 8¾ to 9 Rs. 54 0 0 „ 44 4 0 „ 33 0 0 „ 34 0 0 „ 54 to 56 „ 10 13 0 „ 10 3 0 „ 11 8 0	Rs. 3 5 6 „ 4 5 6 As. 8½ to 9¼ „ 8¾ to 9¼ Rs. 54 0 0 „ 44 4 0 „ 32-8-0 to 33 „ 32-8-0 to 33 „ 52 to 54 „ 10 13 0 „ 10 3 0 „ 11 8 0	Rs. 3 5 6 „ 4 5 6 As. 8¾ to 9¼ „ 8¾ to 9¼ Rs. 54 0 0 „ 44 8 0 „ 32 8 0 „ 32 8 0 „ 52 to 54 „ 10 12 0 „ 10 3 0 „ 11 8 0
	Rs. 16 8 0 Fwd.	Rs. 16 4 0 Fwd.	Rs. 16 4 0 Fwd.	Rs. 16 4 0 Fwd.	Rs. 16 12 0 Fwd.	Rs. 16 8 0 Fwd.	Rs. 16 8 0 Rdy.	Rs. 16 0 0 Rdy.	Rs. 16 0 0 Rdy.	Rs. 16 0 0 Fwd.			
	Rs. 12 6 0 Rdy.	Rs. 12 4 0 Rdy.	Rs. 12 4 0 Rdy.	Rs. 12 4 0 Rdy.	Rs. 12 4 0 Rdy.	Rs. 12 4 0 Rdy.	Rs. 12 2 0 Rdy.	Rs. 11 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.	Rs. 12 0 0 Rdy.
	Rs. 11 4 0 Fwd. „ 11 8 0 „	Rs. 10 12 0 Fwd.	Rs. 11 0 0 Fwd. „ 10 12 0 „	Rs. 11 4 0 Fwd. „ 11 4 0 „	Rs. 11 0 0 Fwd.	Rs. 10 12 0 Rdy. „ 10 12 0 Fwd.	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Fwd. „ 11 0 0 „	Rs. 10 12 0 Rdy	Rs. 11 0 0 Fwd.	Rs. 11 0 0 Fwd. „ 11 0 0 „	Rs. 11 0 0 Rdy. „ 11 0 0 Fwd.	Rs. 11 0 0 Rdy. „ 11 0 0 Fwd.
	Rs. 284 Rdy.	Rs. 286 Rdy.	Rs. 289 Rdy.	Rs. 240 Rdy.	Rs. 240 26th May.	Rs. 245 25th May.	Rs. 245 25th May.	Rs. 249 Rdy.	Rs. 249 Rdy.	Rs. 251 Rdy.	Rs. 253 Rdy.	Rs. 260 Rdy.	
				Rs. 195 Rdy.	Rs. 195 Rdy.	Rs. 201 Rdy.	Rs. 204 Rdy.	Rs. 204 Rdy.	Rs. 202 Rdy.	Rs. 208 Rdy.	Rs. 208 Rdy.	Rs. 208 Rdy.	Rs. 206 Rdy.
	Rs. 177 Rdy.	Rs. 177 Rdy.	Rs. 177 Rdy.	Rs. 177 Rdy.	Rs. 178 Rdy.	Rs. 180 Rdy.	Rs. 180 Rdy.	Rs. 182 Rdy.	Rs. 181 Rdy.	Rs. 183 Rdy.	Rs. 183 Rdy.	Rs. 189 Rdy.	Rs. 189 Rdy.
	Rs. 188 Rdy. „ 180 „ „ 203 25th May. „ 194 „ „ 183 „ „ 172 Ready. „ 163 „	Rs. 188 Rdy. „ 180 „ „ 205 25th May. „ 196 „ Rs. 172 Rdy. „ 163 „	Rs. 188 Rdy. „ 180 „ „ 206 25th May. „ 196 „ „ 186 „ (suttab) „ 172 Rdy. „ 162 „	Rs. 188 Rdy. „ 180 „ „ 207 25th May. „ 197 „ „ 188 „ (suttah) „ 172 Rdy. „ 162 „	Rs. 189 Rdy. „ 181 „ „ 208 26th May. „ 199 „ „ 192 „ (suttah) „ 173 Rdy. „ 165 „	Rs. 191 Rdy. „ 183 „ „ 216 26th May. „ 207 „ „ 200 „ (suttah) „ 178 Rdy. „ 169 „	Rs. 194 Rdy. „ 184 „ „ 218 25th May. „ 209 „ Rs. 178 Rdy. „ 168 „	Rs. 196 Rdy. „ 186 „ „ 221 May. „ 213 „ Rs. 179 Rdy. „ 169 „	Rs. 222 Rdy. „ 212 „ Rs. 179 Rdy. „ 169 „	Rs. 200 Rdy. „ 190 „ „ 222 25th June. „ 214 „ „ 204 „ „ 180 Rdy. „ 169 „	Rs. 202 Rdy. „ 190 „ „ 225 25th June. „ 218 „ Rs. 181 Rdy. „ 169 „	Rs. 204 Rdy. „ 193 „ „ 230 „ „ 221 „ Rs. 183 Rdy. „ 172 „	Rs. 204 Rdy. „ 193 „ „ 225 „ „ 216 „ Rs. 184 Rdy. „ 172 „
	Rs. 220 25th May. „ 205 „ „ 7 0 0 Rdy. „ 6 10 0 „ „ 7 6 0 „ „ 7 4 0 „ „ 6 3 6 „ „ 5 15 0 „ „ 5 15 6 „ „ 7 7 6Fwd. „ 6 8 0Rdy. „ 4 5 6 „ „ 4 6 0 „ „ 4 5 0 „ „ 4 3 6 „	Rs. 222 25th May. „ 207 „ Rs. 7 0 6 Rdy. „ 6 8 6 „ „ 7 4 0 „ „ 7 2 0 „ „ 6 1 0 „ „ 5 11 0 „ „ 5 13 6 „ „ 7 1 6 „ „ 6 7 6 „ „ 4 6 0 „ „ 4 7 6 „ „ 4 6 6 „ „ 4 4 6 „	Rs. 228 25th May. „ 210 „ Rs. 7 2 0 Rdy. „ 6 7 0 „ „ 7 2 0 „ „ 7 0 0 „ „ 6 2 0 „ „ 5 13 0 „ „ 5 14 0 „ „ 7 1 0 „ „ 6 7 0 „ „ 4 3 0 „ „ 4 10 0 „ „ 4 7 0 „ „ 4 7 0 „	Rs. 229 25th May. „ 210 „ Rs. 7 0 0 Rdy. „ 6 12 0 „ „ 7 2 6 „ „ 7 1 0 „ „ 6 0 0 „ „ 5 13 0 „ „ 5 14 0 „ „ 6 12 6 „ „ 6 7 0 „ „ 4 3 0 „ „ 4 8 0 „ „ 4 7 0 „ „ 4 5 0 „	Rs. 230 26th May. „ 211 „ Rs. 7 5 0 Rdy. „ 6 13 6 „ „ 7 8 0 „ „ 7 1 6 „ „ 5 15 6 „ „ 5 15 0 „ „ 5 15 0 „ „ 6 14 0 „ „ 6 2 6 „ „ 4 6 6 „ „ 4 8 0 „ „ 4 7 0 „ „ 4 5 0 „	Rs. 235 25th May. „ 214 „ Rs. 7 8 0 Rdy. „ 7 0 0 „ „ 7 7 0 „ „ 7 6 0 „ „ 6 3 6 „ „ 6 1 6 „ „ 7 0 0 „ „ 6 12 6 „ „ 6 2 6 „ „ 4 4 6 „ „ 4 8 0 „ „ 4 7 0 „ „ 4 5 0 „	Rs. 232 25th May. „ 2.3 „ Rs. 7 5 0 Rdy. „ 6 12 0 „ „ 7 5 6 „ „ 7 4 6 „ „ 6 3 6 „ „ 5 15 0 „ „ 6 12 6 „ „ 6 11 0 „ „ 6 2 6 „ „ 4 4 6 „ „ 4 7 6 „ „ 4 6 6 „ „ 4 4 6 „	Rs. 234 May. „ 214 „ Rs. 7 1 0 Rdy. „ 6 10 0 „ „ 7 3 0 „ „ 7 1 0 „ „ 6 2 0 „ „ 5 13 6 „ „ 5 15 6 „ „ 6 11 0 „ „ 6 3 0 „ „ 4 6 0 „ „ 4 5 6 „ „ 4 4 0 „ „ 4 4 6 „	Rs. 230 Rdy. „ 211 „ Rs. 7 3 0 Rdy. „ 6 12 0 „ „ 7 2 0 „ „ 7 0 0 „ „ 6 3 0 „ „ 5 13 0 „ „ 6 0 0 „ „ 6 11 0 „ „ 6 2 6 „ „ 4 3 6 „ „ 4 2 6 „ „ 4 5 6 „ „ 4 3 0 „ „ 4 4 0 „	Rs. 228 25th June. „ 212 „ Rs. 7 1 0 Rdy. „ 6 14 0 „ „ 6 15 0 „ „ 6 14 0 „ „ 6 3 0 „ „ 5 12 0 „ „ 6 0 6 „ „ 6 9 6 „ „ 6 2 6 „ „ 4 3 6 „ „ 4 0 6 „ „ 4 2 0 „	Rs. 232 25th June. „ 215 „ Rs. 7 3 6 Rdy „ 6 7 0 „ „ 6 15 0 „ „ 6 14 0 „ „ 6 2 6 „ „ 5 11 0 „ „ 6 0 0 „ „ 6 9 0 „ „ 6 2 0 „ „ 4 2 6 „ „ 4 5 0 „ „ 4 3 0 „ „ 4 2 6 „ „ 4 3 0 Rdy.	Rs. 232 Rdy. „ 220 „ Rs. 7 0 0 Rdy. „ 6 5 0 „ „ 6 12 0 „ „ 6 10 0 „ „ 6 0 0 „ „ 5 9 0 „ „ 5 13 0 „ „ 6 7 6 „ „ 6 2 0 „ „ 4 2 0 „ „ 4 4 6 „ „ 4 4 0 „ „ 4 1 0 „ „ 4 4 0 „ „ 4 4 0 „
	Rs. 4 6 0 Fwd.	Rs. 4 6 6 Rdy.	Rs. 4 7 0 Rdy.	Rs. 4 6 0 Rdy.	Rs. 4 5 6 Rdy.	Rs. 4 4 6 Rdy.	Rs. 4 4 0 Rdy.	Rs. 4 3 6 Rdy.	Rs. 4 5 0 Rdy.	Rs. 4 2 6 Rdy.	Rs. 4 3 0 Rdy.	Rs. 4 4 0 Rdy.	
	Rs. 4 0 0 Fwd. „ 4 3 6 Rdy. „ 1,356 Rdy. „ 1,350 „	Rs. 4 0 0 Rdy. „ 4 4 6 „ „ 1,350 Rdy. „ 1,250 „	Rs. 4 0 0 Rdy. „ 4 7 0 „ „ 1,350 Rdy. „ 1,250 „	Rs. 4 0 0 Rdy. „ 4 5 0 „ „ 1,325 Rdy. „ 1,225 „	Rs. 4 0 0 Rdy. „ 4 5 0 „ „ 1,370 Rdy. „ 1,250 „	Rs. 4 0 0 Rdy. „ 4 5 0 „ „ 1,397 Rdy. „ 1,250 „	Rs. 3 15 6 Rdy. „ 4 5 0 „ „ 1,350 Rdy. „ 1,233 „	Rs. 3 13 6 Rdy. „ 4-4-6 Nominal „ 1,380 Rdy. „ 1,260 „	Rs. 3 13 0 Rdy „ 1,375 Rdy. „ 1,250 „	Rs. 3 11 0 Rdy. No Stock. Rs. 1,375 „ 1,242	Rs. 3 10 6 Rdy. Rs. 1,330 Rdy. „ 1,275 „	Rs. 3 11 0 Rdy. Rs. 1,375 Rdy. „ 1,275 „	Rs. 3 10 6 Rdy. Rs. 1,425 Rdy. „ 1,325 „
	Ready. £ s. d. 0 13 0 0 13 0 1 2 0 0 13 6 0 12 6 0 12 6 0 13 0 0 13 0 0 11 6 0 11 6 Rs. 14 and 16 „ 17	Ready. £ s. d. 0 15 0 0 15 0 1 2 0 0 15 0 0 14 0 0 14 0 0 14 0 0 14 0 0 14 0 0 14 0 Rs. 14 and 16 „ 17	Ready (April). £ s. d. 0 14 0 0 14 0 0 18 0 0 14 6 0 14 6 0 14 6 0 14 0 0 14 0 0 14 6 0 14 6 Rs. 14 and 16 „ 17	Ready (May). £ s. d. 0 14 0 0 14 0 0 18 0 0 14 0 0 13 6 0 13 6 0 14 0 0 14 0 0 14 0 0 14 0 Rs 14 and 16 „ 17	Ready (May). £ s. d. 0 14 0 0 14 0 0 18 0 0 14 0 0 12 6 0 12 6 0 14 0 0 14 0 0 14 0 0 14 0 Re. 14 and 16 „ 17	Ready (May). £ s. d. ... ... 1 2 0 0 14 0 0 14 6 0 14 6 0 13 6 0 13 6 0 14 6 0 14 6 Rs. 14 and 16 „ 17	Ready (May). £ s. d. 0 14 6 0 14 6 1 2 0 0 14 0 ... ... 0 14 3 0 14 3 ... 0 14 3 Re. 14 and 16 „ 17	Ready (May). £ s. d. 0 15 6 0 15 6 0 18 0 0 13 6 0 16 0 0 16 0 0 13 6 0 13 6 0 14 0 0 14 0 Rs. 14 and 16 „ 17	Ready (June). £ s. d. 0 14 0 0 14 0 1 2 0 0 13 6 0 14 0 0 14 0 0 13 6 0 15 6 0 14 0 0 14 0 Rs. 12 and 16 „ 17	Ready (June). £ s. d. 0 14 0 0 14 0 1 2 0 0 13 0 ... ... 0 13 6 0 13 6 0 14 0 0 13 6 Rs 14 and 16 „ 17	Ready (June). £ s. d. 0 13 9 0 13 9 1 2 0 0 13 0 ... ... 0 13 6 0 13 6 0 14 0 0 13 6 Rs. 14 and 16 „ 17	Ready (July). £ s. d. 0 14 6 0 14 6 1 2 0 0 13 6 0 15 6 0 15 6 0 14 3 0 14 3 0 15 0 0 15 0 Rs. 14 and 16 „ 17

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